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7.00 a.m.	7.10 a.m.		
7.20 " to	9.00 "	every 15 minutes	Stopping
8.00 "	8.20 "	" 10 "	
	8.30 "		Non Stop
	8.37 "		Stopping
	8.47 "		Non Stop
	8.54 "		Stopping
	9.04 "		Non Stop
	9.11 "		Stopping
	9.20 "		Stopping
9.30 a.m. to	11.00 "	every 10 minutes	Stopping
11.30 " "	12.30 p.m.	" 15 "	
	12.40 "		Non Stop
	12.47 "		Stopping
	12.57 "		Non Stop
	1.04 "		Stopping
	1.13 "		Non Stop
	1.20 "		Stopping
1.30 p.m. to	4.00 "	every 10 minutes	Stopping
4.00 " to	4.30 "	" 15 "	
4.30 " to	6.30 "	" 10 "	
	6.40 "		Non Stop
	6.47 "		Stopping
	6.57 "		Non Stop
	7.04 "		Stopping
	7.13 "		Non Stop
	7.20 "		Stopping
	7.30 "		Non Stop
	7.37 "		Stopping
	7.47 "		Non Stop
	7.54 "		Stopping
	8.03 "		Non Stop
	8.10 "		Stopping

SUNDAYS

7.00 a.m.	7.10 a.m.		
7.20 a.m. to	9.30 "	every 15 minutes	Stopping
9.30 " "	11.00 "	" 10 "	
11.15 " "	12.00 noon	" 15 "	
12.00 noon "	1.00 p.m.	" 10 "	
1.00 p.m. "	2.30 "	" 15 "	
2.30 " "	4.30 "	" 10 "	
4.30 " "	5.30 "	" 15 "	
5.30 " "	6.30 "	" 10 "	
	6.40 "		Non Stop
	6.47 "		Stopping
	6.57 "		Non Stop
	7.04 "		Stopping
	7.13 "		Non Stop
	7.20 "		Stopping
	7.30 "		Non Stop
	7.37 "		Stopping
	7.47 "		Non Stop
	7.54 "		Stopping
	8.03 "		Non Stop
	8.10 "		Stopping

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TIME-TABLE.

	A.M.	A.M. (Sundays & Public Holidays only.)	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	8.35	9.15	10.28	12.00	1.18	4.34	5.27	7.09	
Yaumati .....dep.	6.51	....	9.25	10.39	12.09	1.27	4.43	5.37	7.20	
Shatin .....dep.	7.03	....	9.38	10.50	12.21	1.39	4.55	5.50	7.32	
Taipo .....dep.	7.17	...	9.52	11.03	12.34	1.52	5.08	6.03	7.45	
Taipo Market ...dep.	7.22	...	9.57	11.08	12.38	1.56	5.12	6.07	7.49	
Fanling .....dep.	7.33	...	10.08	11.19	12.48	2.06	5.23	6.17	7.59	
Sheung Shui ...dep.	7.38	9.13	10.13	11.23	12.53	2.10	5.27	6.21	8.03	
Shum Chun .....arr.	7.44	9.19	10.19	11.29	12.58	2.16	5.33	6.27	8.09	

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	9.28	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui ...dep.	7.29	8.13	9.34	10.44	11.47	3.05	4.44	5.19	6.12
Fanling .....dep.	7.33	8.18	9.38	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.43	8.29	9.48	10.58	12.02	3.21	5.01	5.33	6.27
Taipo .....dep.	7.47	8.34	10.12	11.03	12.07	3.27	5.03	5.37	6.31
Shatin .....dep.	8.00	8.47	10.25	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati .....dep.	8.14	8.59	10.38	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon .....arr.	8.23	9.09	10.46	11.36	12.42	4.01	5.45	6.10	7.04

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	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.20	2.20	6.20	Shataukok...dep.	8.30	10.15	1.05	5.00
Shataukok...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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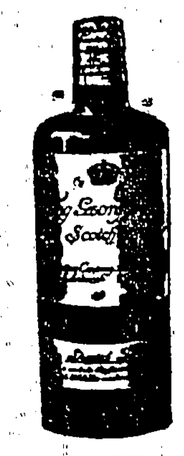

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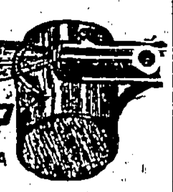

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FREE CHURCH ASSEMBLY

DR. GARVIE'S THEOLOGY.

The most noteworthy feature about the assembly of the National Council of the Evangelical Free Churches at Brighton on March 4th was the bold theological declarations which punctuated the address of the Rev. A. E. Garvie, following his induction as president. Dr. Garvie, as principal of New College, Hampstead, is already known as a profound thinker and an ardent theologian, and his latest contribution to the world's religious thought will be studied with interest.

In his presidential address the Rev. A. E. Garvie talked "theology and nothing but theology," which, he said, to him was only religion become intelligent and interesting. Accepting full responsibility for the arguments he advanced, he declared that their theology to-day was more distinctively and consistently Christian than it had ever been before. In the progress of theology in the last fifty years Christ's name had been exalted above every other name. As the Bible was studied by modern methods their conception of the Christ was changed. For a theological definition they were more and more substituting an historical reality. The positive affirmation of the creeds that Christ must be regarded both as God and man was not in substance antiquated, although the terms used might be. That must be the foundation on which modern Christology must build. It had to be said frankly that the theory of the verbal inspiration of the Scriptures was responsible for unChristian views of God and unChristian conduct towards men. The Church would be much more Christian to-day had such a theory not dominated its thought and life so long. An incalculable debt was owing to modern scholarship which had brought deliverance from that bondage. When theologians were delivered from bondage to prove texts much that had been believed with the assumed authority of the Scripture- despite the suppressed protests of the Christian heart—was recognised as incredible.

DOGMAS OUT OF METAPHORS.

A more accurate study of the Scriptures had shown that the doctrine of eternal punishment was by no means the only doctrine which could be derived from their teaching. "There were a few passages which would justify the view of universalism that all should be saved. That view he could not himself hold, nor could he accept the theory of conditional immortality. The doctrine of eternal punishment in its crude form of a hell of endless torment had no authority in the Scriptures unless they made dogmas out of metaphors. "We dare not make any confident affirmations," declared Dr. Garvie, "but we hope for all and despair of none, as we for ourselves experience the grace of God." As they more closely studied the historical reality as presented in the Gospels they would enlarge and enrich their conception of the Gospel. In popular evangelicalism there had been a simplification of the Gospel which had been an impoverishment. Even although the authority of Paul was often invoked for that narrow and shallow theology, it had no right to cover itself with his name. A plan of salvation or a theory of the Atonement did not exhaust the Gospel, nor was belief in the one or the other the limit of the Christian life. Their faith to-day had a wider horizon and a longer prospect. They did not now merely think of Christ as saving individual souls from hell for heaven out of a world damned, or as merely coming again to snatch a number of saints from a world doomed to destruction. What they by their modern conception of the significance and their modern estimate of the value of the Christ as Saviour and Lord were led to believe was the complete triumph of Christ over the sin of the world in a kingdom of God on earth. For that they hoped, prayed, and laboured, that all the kingdoms of this world—science, philosophy, literature, art, industry, commerce, government—should become "the kingdom of our God and of His Christ." Why he personally did not believe in the Second Advent doctrine, as it was now being widely preached, was that he believed so profoundly and so unreservedly in the sufficiency of Christ as Saviour and Lord that he could not believe that the best God could do was to wind up His world as a bankrupt concern. God would never have created a race that He could not redeem. "If the war has taught us anything," concluded the president, "it is surely this: that Christ's authority in every sphere, economics and politics included, must be asserted by the Church. The Church must understand the ministry of reconciliation on a world-wide scale, as not only for individuals, but for clashing interests, divided classes, hostile nations. Let us no longer call anything common or unclean, which the Church may not touch lest it be defiled; but let us bring Him as the Physician to the whole sick world, that it may be healed. As an apologist, no less than an evangelist, I am concerned to have a Gospel which can commend itself to the intellect as well as command the faith of men."

GETTING BACK TO ESSENTIALS.

Following Dr. Garvie's address the Evangelical Interpretation of Christianity was discussed. The Rev. W. B. Selbie, principal of Mansfield College, Oxford, referred in passing to the controversy over the efforts which had been made to explore the possibility of Anglo-Catholic unity. They were constantly told, he said, that Protestantism was done for, and the religion of the future was going to be Catholicism. "I venture to put in a demur," declared Dr. Selbie. "I think we could show without any sort of question that Protestantism makes for progress in religion as in everything else, while Catholicism spells decadence and death." If only they could persuade themselves to go for the central things of the faith they would find a great deal more agreement between Catholicism and Evangelicalism than they ever imagined. The trouble was that they were far too much concerned with the externals and excrescences of the faith. Even in that gathering there were those who would complain that people were Catholics before they were Christians, forgetting that they themselves were first Wesleyans, Presbyterians, or of some other denomination. Let them get back to essential things. He did not believe that any man was ever saved by belief in a creed. It was sad to read the defences of ancient creeds which were being put forward. They were being told that there could be no Christian unity unless they accepted and signed those old documents, and in the same breath they were informed that nobody believed in them, but that they must sign them and accept the sense of them. "I don't think people sign cheques in that way," observed Dr. Selbie, amidst laughter. "I cannot believe in a faith when it is founded on a note of interrogation, or when it is accompanied by a mental reservation. Do let us have done with this dishonesty and say right out what we believe. If agreement is come to it will not be on the basis of any creed, but on the fundamental evangelical doctrine. (Hear, hear.)

The Rev. A. E. Garvie, principal of New College, Hampstead, in his presidential address to the National Council of the Evangelical Free Churches on March 4th insisted that their theology to-day was more distinctively and consistently Christian than it had ever been before. During the meeting it was announced that Mrs. George Cadbury had accepted the presidency for next year. She will be the first woman to fill the position.

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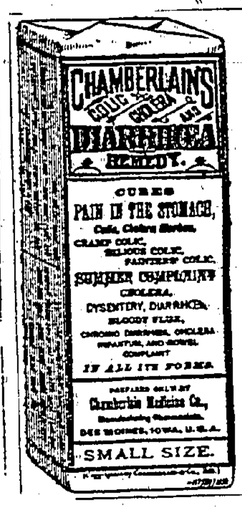

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SUDAN IRRIGATION SCHEME.

1,000,000 ACRES FOR CULTIVATION.

[FROM "THE TIMES" KHARTUM CORRESPONDENT.]

The following article describes the progress of the great irrigation scheme for cotton-growing purposes in the Sudan, which was the subject of debate in the House of Commons last month. A section of the Labour Party opposed the Trade Facilities Bill giving guarantees amounting to £13,500,000 to the Sudan Plantation Syndicate, which is carrying out the construction of the field canals and the preparation of the land for sowing, but the Bill passed its second reading by a large majority.

The scheme for the irrigation of the Sudan Gezira—a great plain lying between the converging White and Blue Niles which meet at Khartum—originated in the mind of Sir William Garstin as long ago as 1899. It is concerned with an area of 300,000 acres lying between the latitudes of 14 and 15 N., and stretching along the Blue Nile: and, by means of future additional works, it is anticipated that a total area of 1,000,000 acres will eventually be placed under irrigation and made available for cultivation.

This subsequent enlargement of the scheme has not been lost sight of in designing the dam and the head regulator of the main canal, which will be capable of meeting the requirements when the time becomes ripe. The storage reservoir formed by the dam extends practically to Singo, a distance of 58 miles upstream, and will be capable of impounding some 638 million cubic metres of water [22,896,000,000 cubic feet], which will be sufficient for effective irrigation of the larger area.

An important point is that the water required for the purpose of the present scheme is surplus to Egypt's requirements. When the time has arrived for the proposed extension an additional dam will be built on the upper reaches of the Blue Nile, which will ensure that the Sudan Gezira will only employ water which would otherwise reach the sea and so run to waste.

COST OF SCHEME.

The cost of the present scheme is being met by loans raised in England under Government guarantee, in 1913-14, 1919, and 1920, amounting to a total of £13,500,000. The scheme comprises a dam at Makwar, a main canal 62 miles in length, the first 35 miles of which—i.e., to the point where the first branch takes off—has a bed width of about 37ft., 535 miles minor canals, 3,125 miles of subsidiary canals, and 5,625 miles of field channels.

The total excavations in the minor and subsidiary canals and field channels alone (without the main canal) amount to nearly eight times the volume of the Great Pyramid at Gizeh. What will, perhaps, give a better idea of the enormous quantity of digging involved is the fact that if the excavated soil were made into bricks they would suffice for the construction of a wall, 5ft. high and 1ft. thick, entirely round the earth at the Equator. The larger canals are being dug by American Bucyrus excavators, working on the drag-line principle, and these huge machines are working day and night to complete the work within the contract time.

The construction of the field canals and the actual preparation of the land for sowing are being undertaken by the Sudan Plantations Syndicate, a company that has already had considerable experience of cotton cultivation in this area; while the major construction work has been entrusted to the firm of Messrs. S. Pearson & Son, who have undertaken to have the works in a sufficiently advanced state to permit of a cotton crop being raised in 1925. It is proposed by the Syndicate to divide the 300,000 acres into 20 stations of about 15,000 acres, each block being managed by a chief inspector. The Syndicate will also control the cultivation and erect the necessary ginning factories.

The immensity of the Sudan Plantations undertaking will be grasped when it is remembered that this new cotton area is something like seven times the size of the largest singly held cotton-growing concern in America.

THE DAM.

The dam is a solid masonry structure of granite quarried in the neighbouring hills of Segadi, and is founded on a dyke of crystalline rock that outcrops in the river at this point.

It is estimated that over 15,408,000 cubic feet of masonry and 100,000 tons of Portland cement will be employed in the construction of the dam. Its length is nearly two miles, and its maximum height nearly 90ft. There wil be 80 main sluices, 27ft. high and 7ft. wide; 14 canal regulator sluices, 17ft. high and just over 20ft. wide; and 112 spillways. Approximately 3,200 tons of ironwork will be used in the sluice-gates and operating machinery, which is being supplied by Messrs. Ransoms and Rapier, of Ipswich.

Cement is being manufactured on the site from materials which exist in abundance in the vicinity. The up-to-date cement factory, equipped with continuous kilns and tube-grinding mills, is capable of an output of 100 tons a day of cement complying with the British standard specification.

A small island, formed by an outcrop of rock in the river, has been of very material assistance in the execution of the dam construction, for it facilitated the diversion of the stream necessary for laying the foundations of the dam in the river. The foundations in the west channel have already been laid, and the stream diverted over them. The north and south extremities of the island have been connected to the east bank by means of temporary dams of earth and sheet piling, and the permanent dam has commenced to rise from its bed in the main channel. Those portions of the structure which are founded on dry land are already well in hand, that on the west bank being practically completed.

The completion of the Sudan Gezira Irrigation Scheme will not only be a milestone in Great Britain's Imperial policy, but it is confidently expected that it will inaugurate a period of commercial prosperity in a country where many British lives have been laid down for the advance of civilization.

RE JOHN ROBERTS SENIOR, DECEASED.

PURSUANT to an Order of the Chancery Division of the High Court of Justice in England dated the 3rd December, 1923, and made in an Action In the Matter of the Trusts of the Certificate for 18 Shares (Nos. 14127 to 14144 inclusive) in the HONGKONG AND SHANGHAI BANKING CORPORATION and of a Certificate for 8 Shares in the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED, respectively issued to FRANCIS WILLIAM MITCHELL and JOHN STEWARD LAPRAIK (both since deceased) "as Trustees for JOHN ROBERTS SENIOR and Family" *Lapraik v. Roberts* (1922 M. No. 3903), Whereby the following Enquiries were directed, viz:—

1. An Enquiry—who was "JOHN ROBERTS SENIOR" named in the above mentioned Share Certificates and whether he is living or dead and if he is dead when he died and who are his legal personal representatives?
2. An Enquiry—whether the said JOHN ROBERTS SENIOR was ever married and if so when where and to whom he was married and whether his Wife is living or dead and if dead when she died and who are her legal personal representatives?
3. An Enquiry—whether the said JOHN ROBERTS SENIOR had any and (if so) what Children and whether any of such Children and which of them are dead when they died and who are their legal personal representives?

NOTICE IS HEREBY GIVEN that all Persons claiming to be entitled under the said Enquiries or having any information with regard thereto are on or before the 2ND DAY OF JULY, 1924, to send by Post Prepaid to ARTHUR EDWARD HEATLEY, a Member of the Firm of BROOKS JENKINS AND COMPANY, Solicitors of 16, Godliman Street, Doctors Commons, London, E.C., their full Christian and Surnames, Addresses and full particulars of their Claims or in default thereof they will be excluded from any benefit under the said Enquiries under the said Order unless the Court or the Judge otherwise orders. Claimants are to attend personally or by their Solicitors before MASTER KEEN at the Chambers of the Judge Room, No. 237, Royal Courts of Justice Strand, London, W.C., on THURSDAY, the 17th JULY, 1924, at 2.15 o'clock in the AFTERNOON being the Time appointed for adjudicating upon the Claims. A Claimant not residing in England or Wales must send with particulars of his Claim the Name and Address of a Person in England or Wales to whom Notices to the Claimant can be sent.

Dated this 3rd day of the March, 1924.

A. KEEN,
Master,
BROOKS, JENKINS AND CO.,
17, Godliman Street,
Doctors Commons, London, E.C.4.
Solicitors for the Plaintiffs.

NOTE.—It is suggested that the JOHN ROBERTS SENIOR referred to in the said Order was one JOHN ROBERTS who died on the 10th July, 1886, at Devonport and lived at one time at Singapore and Hongkong and afterwards at Kingsand near Plymouth, at Liverpool and Devonport and who had a daughter a Mrs. BRIMLOW. [638

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No. 16	do.	50's	1.60	1.50
No. 23	do. (Gold Tip)	50's	1.50	1.25
No. 1	Virginia	50's	1.00	0.90
No. 75	do.	50's	1.25	1.00
No. 7	do.	50's	1.10	0.90

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ALLIES.

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Are Smarter Than Ever.

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YAUMATI POLICE COURT.

POOR BOX PROFITS BY PAI-KAU PLAY.

Six Chinese, three men and three women, were charged on remand before Mr. E. W. Hamilton at Yaumati Police Court yesterday, with gambling. L.-Sgt. Tyler said they had been playing Pai-Kau in a house in Battery Street. Each was fined $3, or 5 days' imprisonment in default, and the sum of 51 cents found on the table at the time of the arrests was confiscated for the poor box.

INDIAN WATCHMAN IN TROUBLE.

An Indian watchman appeared before Mr. E. W. Hamilton at Yaumati on remand charged with being drunk and disorderly in the street. An Indian policeman gave evidence that he saw the accused fighting with another Indian policeman. Both contestants, he said, were drunk. With difficulty he arrested them, and took them to the station.

His Worship asked where the Indian policeman alleged to have been concerned in the brawl was; and Inspector Ogg answered that he was outside the Court room, but that it was proposed to deal with him departmentally.

Inspector Ogg, in the witness-box said that, when brought to the station, both the watchman and the policeman were the worse for drink.

His Worship convicted on both charges, but reserved his sentence until the trial of the policeman had been concluded by the C.S.P. His Worship said that the policeman's alleged offence was the greater by reason of his official position, so that he (the Magistrate) would await the result of the latter's trial before deciding on the punishment of the present prisoner. Bail was allowed in $25.

USED SON'S LICENCE.

An elderly Chinese with one eye was charged with having worked as a hawker with his son's licence. He admitted this, but pleaded that he was a very poor man. Mr. Hamilton imposed a fine of $4 or seven days.

STOLE FROM SMALL BOY.

A Chinese, charged with stealing a chain from a small boy in Shanghai Street, said that he picked it up.

Inspector Lanigan said that the man had been seen by a Chinese district watchman to put his hand in the boy's pocket and extract a chain. The boy had identified the chain (produced in Court) as his property. The Chinese watchman and the small boy gave corroborative evidence.

His Worship (Mr. Hamilton) questioned all the witnesses and the accused at some length before deciding to convict, and taking into consideration one previous conviction, passed sentence of two months' hard labour.

SIX WEEKS FOR A WATCH.

Three Chinese appeared in the dock, one charged with stealing, and the two others with receiving, a wrist-watch and a ring. The first prisoner pleaded guilty.

Owing to insufficient evidence that the other two knew the articles to have been stolen, Mr. Hamilton gave them the benefit of the doubt and discharged them, advising them, however, to be more careful, in future, what they did.

The other man was sentenced to six weeks' hard labour.

UNLAWFUL SOCIETY CHARGE.

Five male Chinese appeared on remand charged with being members of a Triad Society. A sixth man had been granted bail in $100, but he failed to appear and the bail was estreated.

Various books, posters, and other documents in Chinese were put in evidence as official numbered exhibits, and a translator gave evidence as to the unlawful character of these.

Sergt. Fender, who arrested the men, testified that at 4 p.m. on the 5th inst., he went to a house in Portland Street. All the defendants were present. The witness saw a Chinese constable find Exhibit 1 in a drawer. Exhibits 3 and 4 were found on a shelf in the passage-way. Exhibit 6 was in the hands of one of the defendants. He was sitting down holding it.

Twelve men were arrested, said the witness, some of them being subsequently released. In answer to His Worship, Sergt. Fender said that the police had no trouble in entering the house. The door was open.

The Magistrate adjourned the case until next Tuesday afternoon.

CORONET THEATRE.

Piracy worries, humid weather and all other local troubles will be forgotten while this evening's big Coronet Theatre feature attraction is being shown, because "Heroes of the Street" is one of the most soothing and refreshing pictures it has been the Colony's good fortune to enjoy. Wesley Barry, the famous "Freckles" of the screen, takes the leading part and he is fairly in his element. Wesley is seen in "Heroes of the Street" as a plucky boy whose spirit and enterprise help him to accomplish feats before which his elders fail. Chiefly these feats are connected with finding the man who murdered his father, a policeman who was done to death on Christmas Eve. Before this tragedy occurs Wesley is every bit the mischievous scallywag he has been in his earlier pictures, and even when his life takes a more serious aspect for him, he is still largely his former amusing self, only with a new quality of manliness endearing him yet further to his many admirers, especially the women and the children. From this brief glimpse of the story, it will be seen that "Heroes of the Street," is a picture blending pathos with humour, with here a touch of the mysterious and there a note of the dramatic. There is also interwoven, it may be added, a very tender love theme, and this rounds off the whole delightful picture.

CORRESPONDENCE.

RECENT BOXING AT V.R.C.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In reply to newspaper articles respecting my decision in the event Turner *v.* Cartlidge I would state as follows:—

The contest was for a purse of $130.00 put up by the V.R.C. and which the men were to divide as they pleased, I being requested to referee the contest under National Sporting Club Rules.

On giving my decision in favour of Turner I heard only applause and no dissatisfaction whatever, either from the visitors generally or from those in my vicinity: had any such dissatisfaction been expressed I should have retained my scoring card for publication herewith.

My decision was based not upon the looks or reputation of either man, but solely upon what the men did in the ring.

The first round was even, rounds two to eight generally in favour of Turner, and rounds nine and ten in favour of Cartlidge but not sufficiently so to gain Cartlidge the decision.

My closing scores were Turner 45 points and Cartlidge 40 points.

Cartlidge looked to be a better and stronger man but one not trying to win. Never having seen him fight I could not be sure of this for a round or two and until I saw him deliver, obviously without force, what should have been punishing hits.

Turner did his best and practically all the leading, ducking and slipping, and he boxed well throughout, in the third round sending his man to the boards with a right to the point. In the fifth round Turner went down, which fact I took into due consideration. Cartlidge left Turner to do all the work, he himself blocking and posing only and obviously hitting, when he did hit, with little force.

Just before the fight, and before I was asked to referee, I, as convener, having appointed another referee, had a chat with Cartlidge, who was reading a book of rules and I handed him my copy and took the title of his copy. I just mention this to show that Cartlidge and with his record, must know the N.S.C. Rules which empower the referee to disqualify a man who "is not trying."

It was therefore for me to either disqualify Cartlidge during the progress of the fight, or allow this to proceed that he might, even up to the last round, pull up his lost points or win by the K.O. Route.

He did neither and therefore lost the decision which was the only possible decision.

If P.O. Cartlidge be the man I think him he will, I am sure, think more of me than had I simply tried to please him or anyone. He will know quite well that his "fighting" on Saturday would have been summarily dealt with at any boxing resort in Britain or America where the spectators, paying their money and with bets on the men, would not suffer five rounds, let alone ten rounds, of such so-called fighting to go on.—I am, Sir, yours, etc.,

W. S. BAILEY,
The Referee.

Kowloon, April 16th, 1924.

In regard to the above our boxing correspondent, "The Ringster," states: "Mr. Bailey's *apologia* throws some new light on the contest in question but does not explain how his scores, 45—40 in favour of Turner were arrived at. That is the crux of this regrettable argument. I admit that Cartlidge was not 'trying,' inasmuch as he did not choose to knock out the other man. But in my opinion, and apparently in the opinion of many others, Cartlidge did enough during the bout to take the verdict on points from an unquestionably game opponent. After the fight, if I may be allowed to say so, I was speaking to Mr. Logan about it. With more than one of Mr. Logan's decisions I have whole-heartedly disagreed, and have said so in these columns. But in regard to the Cartlidge-Turner affair we were of a like mind. Mr. Logan said that he would, without hesitation, have given the fight to the P.O.

"Mr. Bailey, in his interesting letter, has divulged the fact that the men were fighting for a purse of $130, put up by the V.R.C. The arrangement between the contestants, I should like to add, was that the winner took $100, and the loser the remainder. The following day (Sunday) the pair met Mr. Witchell, the energetic secretary of the V.R.C. at the Club, and perhaps on his suggestion, or upon no suggestion at all, Turner agreed to divide the purse with the "loser," each taking $65. Turner's sportsmanship, both in the ring and afterwards, is thus, beyond question, but I think he would be the first to admit, that he was, in last Saturday's contest, up against a man who was superior in every department of the game. The decision given by Mr. Bailey was an honest one—no-one questions that point—and although I and others think it was a wrong one, the 'drubbing' the referee has received in the local Press and elsewhere has done him no harm. An old fighter himself, he is as full of 'Come back' as ever!"

"THE GOD IN THE CAR."

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—May I record my emphatic protest against the revolutionary remarks of your correspondent? Who are we, poor devils, that we should raise our feeble protesting voices, when we cannot even afford a man with a horn to toot for us, or three coolies to proclaim our approach? Your Bolshevic correspondent overlooks two things:

(1) That it is an established custom in Hongkong for certain men to ride in "three-coolied" rickshas, to the general annoyance of the public; but that, because it is a custom, it *must* be right.

(2). That these men are apparently in a frantic hurry to make money quickly, and therefore they uphold British Prestige and the best spirit of the Colony.

I would suggest:—

(1) That as on the Quarry Bay Road red flags are waved when blasting operations are in process, so extra coolies (supplied by the Police) should herald the approach of the Great in Ice House Street by the waving of red flags. The blasting would be supplied by the ordinary pedestrian.

(2) That fore-runners be engaged to drive passers-by into open doorways, which make excellent funkholes.

Of course, on the other hand, the authorities might come to their senses and stop a state of intimidation from both motor-hogs and ricksha-terrors, which would not be permitted in any other place in the world.—Yours, etc.,

"MOTHER OF SIX."

Hongkong, April 16th, 1924.

"GOOD OFFICERS" TO FIGHT PIRATES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—After reading your leader re "Piracy Evil," this morning, containing some extracts from a memorandum by the Intelligence Officer, I venture to inquire, what exactly is meant by "good officers"? Does it mean those who will fight pirates? If so then who are they? Those who are brought back dead? For the proof of the pudding is in the eating, and I have heard dozens of men in Hongkong—in Hongkong I say—vainglorioously thumping tables, etc., and shouting what they would do to pirates. All that leaves me cold. It's winning the war with your breath. To that, sir, no man's word is sufficient, as to what he would do. He has to do it, when the pirates board, and probably die, to no purpose and with no compensation, being quite as much dead, but not so much honoured as the "Unknown Soldier." They may say "Here he's a good man." Yes, but a dead one! A one-time "efficient officer who has lost it.

The efficient man, being dead would probably be replaced by the one he relieved, who, if the ship were or were not pirated would remain as "efficient" as anyone who could be obtained. So that's that.—Yours, faithfully,

"TWICE BIT."

Hongkong, April 15th, 1924.

P.S.—We nearly all have war-decorations and medals, if that counts for efficiency, but I believe rightly or wrongly that the Navy should help to put a stop to the continued insults to "The Flag."

JUNK OWNERS AT LAW.

STORY OF A COLLISION.

Two junk owners were at variance in the Summary Court, yesterday morning, when the Puisne Judge (Mr. Justice Gompertz) had to deal with a claim for $100, the extent of damage alleged to have been done to one junk by the other.

According to the statement of claim defendant's junk was under way in a southerly direction, intending to berth alongside the Praya wall. It struck plaintiff's junk and caused damage amounting to $100.

Mr. Prior, for plaintiff, said there had been an amount of enmity between the two junk owners during the last three years or so. On the 20th February plaintiff's junk was alongside the wall. Defendant's junk came alongside, moving at about 4 knots. Approaching plaintiff's junk, the other held on her course and hit the plaintiff's boat in the stern. Damage was caused to the superstructure, stern post and main timbers, and was increased by reason of the plaintiff's junk being against the wall, the junk being, as it were, crushed between the other one and the wall.

Mr. Russ, for defendant, said his client's boat was moored near the Praya wall. It happened on that day that the s.s. *Honam* came in early, and in consequence plaintiff had to move his junk. In shifting, plaintiff turned his boat so that he was lying alongside the wall. In the confusion caused by the wash of the *Honam's* propeller, the plaintiff's junk struck the gangway of the other one and it was in that way that the former junk received her injuries.

The Puisne Judge, after hearing further argument, gave judgment for defendant.

INTIMATIONS

SALE OF R.I.M.S. "HARDINGE" AND "NORTHBROOK."

SEALED TENDERS will be received in India by the Director of the Royal Indian Marine, Bombay; in England by the Secretary of State for India, London; and in the Far East by the Commodore, H.M. Dockyard, Hongkong, up to 30TH APRIL, 1924, for the purchase of the Royal Indian Marine Troopships "HARDINGE" and "NORTHBROOK," with all Stores and Fittings that are on board on that Date, lying at their moorings in Bombay Harbour.

PARTICULARS OF R.I.M.S. "HARDINGE":—

About 5,467 tons gross and 3,085 tons registered.

Built under supervision of Naval Architect and Engineer to Secretary of State for India by Messrs. FAIRFIELD ENGINEERING AND SHIPBUILDING CO., Scotland, in 1900.

Twin Screw Triple Expansion Engine by Messrs. FAIRFIELD ENGINEERING CO. H.P. Cylinder 29-inch diameter; M.P. Cylinder 48-inch diameter; L.P. Cylinder 72-inch diameter; Stroke 48-inch; Trial I.H.P. 9,366; Trial Speed 19 knots; 4 Double ended and One Single ended Cylindrical Boilers. Designed Water Pressure Test 180 lbs., Bunker Capacity about 1,200 tons; Water Ballast about 637 tons; Fresh Water about 176 tons; 24 Officers' Cabins; 55 1st class Berths, 9 2nd class Berths; Troop Accommodation 1,100 British or 1,503 Indian; Capacity of Hold about 17,286 cubic feet; Height between Decks 8 feet; Dimensions about 423 feet by 51 feet by 38 feet 11 inches. Vessel was extensively refitted in 1920-1921 and fitted with New Boilers in England in 1923.

PARTICULARS OF R.I.M.S. "NORTHBROOK":—

About 5,047 tons gross and 2,971 tons registered.

Built at Clydebank, Scotland, in 1906, by Messrs. JOHN BROWN & CO., LTD., and under supervision of Naval Architect and Engineer to Secretary of State for India.

Twin Screw Triple Expansion Engines by Messrs. JOHN BROWN & CO., LTD.

Trial I.H.P. 7,000; Trial Speed 16 knots; 2 Double ended and 2 Single ended Cylindrical Return Tube Boilers; Designed Water Pressure Test 180 lbs., Bunker Capacity about 965 tons; Water Ballast about 835 tons, Fresh Water about 130 tons; 26 Officers' Cabins; 34—1st Class Berths, 23—2nd Class Berths, 43—3rd class Berths; Troop Accommodation 658 British or 740 Indian; Capacity of Holds (two) about 27,640 cubic feet; Height between Decks 8 feet; Dimensions about 374 feet by 52 feet 6 inches by 30 feet. Vessel was extensively refitted in 1920 and Boilers refitted in 1921.

The above Vessels were put out of Commission in April, 1923, and at that time were in good Repair and Running Order, having been kept in high state of efficiency to that date. They are suitable for conversion to Passenger and Emigrant Trading.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender which will be returned to unsuccessful Tenderers. If the 10% is not with Tender it will not be considered.

The Purchasers or their Representatives must remove the Vessels from the Government's moorings at their own expense and risk within 2 Calendar Months from Date of Acceptance of Tender. Pending such removal, vessels will remain at moorings at risk of Purchasers.

The Balance of the Purchase Money must be paid by the Successful Tenderers within One Calender Month from Date of Acceptance of Tender and before Vessels are removed from moorings. If Balance is not paid and Vessels are not removed by Purchasers or their Representatives within the Time specified, the Deposit of 10% accompanying Tender will be liable to forfeiture for the benefit of the Crown and Vessels will be Resold.

The Director of the Royal Indian Marine does not bind himself to accept the highest or any Tender.

Applications to view the Vessels may be made to the Commander of the Yard, Royal Indian Marine Dockyard, Bombay, and further particulars may be obtained from the Director of the Royal Indian Marine.

EDWARD HEADLAM,
Captain, R.I.M.,
Director of R.I.M. DOCKYARD, BOMBAY.
March, 1924. [560

CHEUNG CHOW.

MODERN Cottage to Let, Furnished, from May 1st. Two Bedrooms, Large Sitting Room, Garden. Near Bathing Beach.

Write C., c/o *Hongkong Daily Press.*

TO LET FURNISHED.

FROM 1st June, NEW HOUSE at DEEP WATER BAY with 4 Bed-rooms, Drawing and Dining Room and Library. Hot and Cold Water laid on.

Flush Sanitary System, Servants' Quarters and Garage, 1½ acres of Ground.

Apply to—
GEO. P. LAMMERT,
598] 4, Queen's Road Central.

TO LET.

FURNISHED FLAT in MAY ROAD from MAY 1st.

Apply Box No. 622,
629] c/o *Hongkong Daily Press.*

TO LET.

A NEW Modern 3-Storey European HOUSE with a Large Garden. No. 22, KENNEDY ROAD, opposite to Ship Street. Each Flat contains Four Big Rooms besides Bathroom, Kitchen and Servants' Quarter. Reasonable Rent. Inspection convenient at any time

Apply to—
Mr. DONG TOY,
600] 22A, Kennedy Road.

TO LET.

FURNISHED HOUSE, in Good Position at PEAK. Hot and Cold Baths. From Middle April to September.

Apply Box No. 489,
489] c/o *Hongkong Daily Press.*

FOR SALE.

"BANGOUR," 192, MOUNT KELLET. Four-roomed Bungalow with Hall. Recently Reconstructed and Entirely Modernised. Site area: 37,500 sq. ft. Possession 1st May, 1924. For Permits to Inspect, Apply in writing to A. R. LOWE, Special Manager, REISS BROTHERS, LTD. (In Liquidation).
Hongkong, 12th April, 1924. [625

Cooking, Lighting, Heating

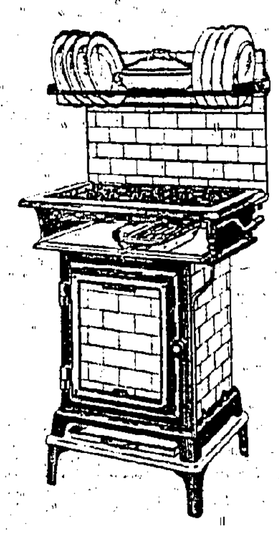
DO THEM WITH

GAS!

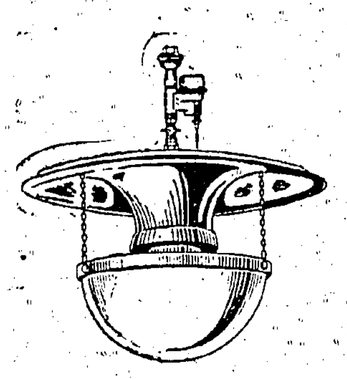
CLEANER AND CHEAPER.

SEE DISPLAYS at Hongkong and China Gas Co.'s Show Rooms, West Point, and at Lane, Crawford's Main Store (2nd floor) and Special Window Display in Peddar Street.

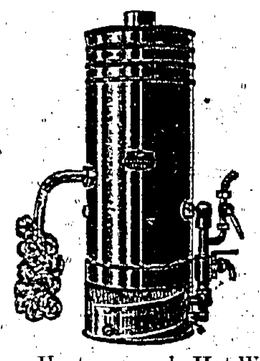
DO THESE INTEREST YOU?



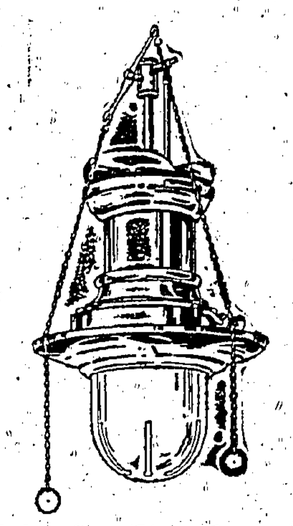
Gas in the Kitchen is cleaner and more economical. With Heat regulated to a nicety, there are **No** Frizzled Joints.



An Elegant Interior Shop Lamp. Good Light is the finishing touch to a Good Display. If you want to feel dissatisfied with your present lighting system, instal one of these.

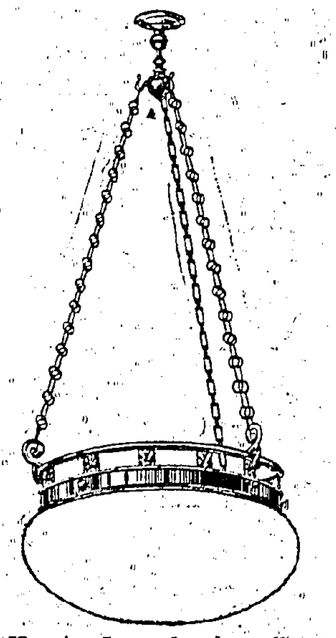


Some Heaters supply Hot Water —sometimes. This Heater supplies **Hot** Water always. Don't lay in bed dreading the morning "shiver." Get one of these.

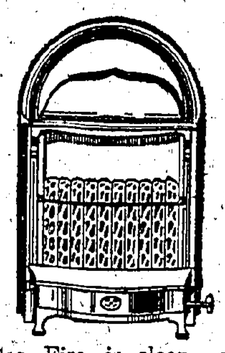


Indoor Shop Light, fitted with Silica Globes. You cannot play football with a Silica Globe, but it is not affected by heat.

This Household Utility has many advantages over Electric or Box Irons. It is simple to use, more economical, while your Clothes will be free from annoying smudges: There could be no higher praise than to mention the fact that the Steam Laundry Co. has installed these Irons.

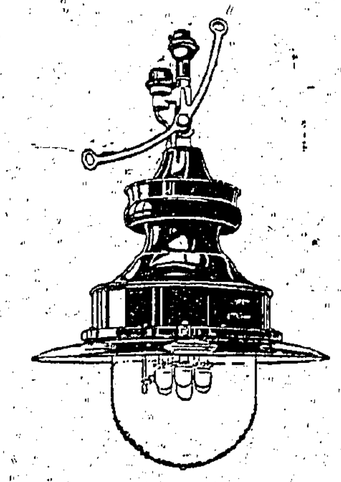


Hanging Lamp for the well appointed home. More powerful than Electric Light, but a Softer Glow.

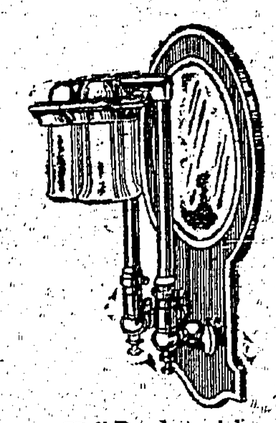


A Gas Fire is clean, always ready for use, easily regulated and shut off when required. The Latest Patterns in all sorts of Coloured Enamel can be seen operating at **Our Show Rooms, West Point,** or at **Lane, Crawford's.**

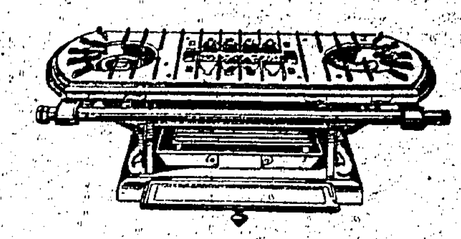
Place your Orders now and don't be disappointed Next Cold Season.



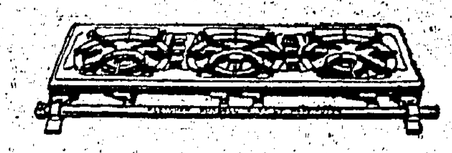
Outdoor Lamp which is unsurpassed. One of these may be seen, with Automatic Control from Watchman's room, under **Lane, Crawford's** verandah.



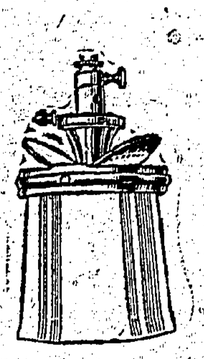
Tulip Wall Bracket: A beautiful Light which lends distinction to the home. You will not be left in the dark if you instal these.



GRILLER.—2 Boiling Rings and 1 Grill does everything that the large Range can do, except roasting; is Light, Portable, Easily Cleaned and Economical.



Hot Plate with 3 Rings. Cooking is simplified and your Dinner is a sure success if cooked on this. It is neat and compact, takes only a very little space and gives a Steady and Regular Heat.



A Splendid Interior Light with a Marvellously Low Gas Consumption. Globes in various Shades.

With all Lighting Appliances you may have Automatic Control: works like an Electric Switch. The Super-heater attachment gives Better Light at a Lower Cost. Our Maintenance and Hiring Service saves money and worry.

HONGKONG & CHINA GAS CO., LTD.

QUEEN'S THEATRE

THE FINEST THEATRE

IN

THE EAST

With Comfortable Seating Accommodation
for 1,400 People

WILL OPEN

EARLY IN MAY

Watch The Date!

RETIRING CHIEF JUSTICE.

LEGAL PROFESSION'S ADDRESS.

An interesting private ceremony took place at the Hongkong Hotel yesterday morning when Sir William Rees Davies, the Chief Justice, was the recipient of an address bound in handsome red morocco, with gold initials and corner-plates. The donors were the members of the legal profession in Hongkong. About 70 were present, and some 60 people signed the address.

Sir William, in the course of a short speech, expressed his appreciation of the help he had received from members of the local bar, the solicitors, and his staff at the Courts.

The address was as follows:—

To Sir WILLIAM REES-DAVIES,
Chief Justice, Hongkong.

Dear Sir WILLIAM REES DAVIES,

On your approaching departure from this Colony it was the unanimous wish of the Members of both branches of the legal profession to take our leave of you in a less formal and more friendly way than would be possible at a sitting in open Court. We desire also to take this opportunity of presenting you with a token of our respectful estegm.

In many respects your career has been a remarkable one, as it has been your lot to play a public part in Great Britain, before you started your career in the Colonial Civil Service.

As a member of Parliament for many years, as Deputy Lieutenant for Pembrokeshire and as Private Secretary to the late Sir William Vernon Harcourt, you acquired a large experience of men and affairs, an experience which has stood you in good stead in your subsequent judicial career, in matters requiring dignity, courtesy and tact.

Your career in the Civil Service has been one of continuous progress since you went to the Bahamas as Attorney-General in the year 1897. Since then you became King's Advocate in Cyprus in 1902 and Attorney-General here in 1906, becoming Chief Justice in 1912.

It would not be becoming for us as members of the legal profession here to make any reference to your eminence as a Judge but this may certainly be said, without any impropriety, namely that the painstaking and conscientious work which you have brought to bear in the discharge of your duties, at times when ill-health would have prevented a less public spirited man than you from performing them, have excited the profound admiration of us all. It is our most earnest hope that a period of rest and recuperation in a better climate than this will be the means of completely restoring you to health, and we shall even hope that you may once again be able to write the letters, M.P., after your name.

Before concluding this address we should like to refer for a few moments to some of the other activities in which you have taken part, such as the Presidentship of the St. David's Society, for which you have done yeoman service, the Chairmanship of the Prince of Wales' Reception Committee, which required an extraordinary amount of work, combined with tact, to carry it to its very successful conclusion, and the Chairmanship of the Civil Service Salaries Commission, which granted much needed relief to various grades in the Civil Service of Hongkong. You have also been for many years past a member of the Court of the University, an Institution which we hope is destined to spread the advantages of British education and ideals into the interior of China.

From the field of sport also your presence will be missed, and in particular, we shall remember you as a steward at the Races, as Chairman of the Committee of the Hongkong Boxing Association, and as an ardent golfer.

In taking leave of you we would ask you kindly to accept this present as a token of the esteem in which you are held by the members of the legal profession in Hongkong, and it is our most earnest wish that many years of life and happiness may be in store for Lady Rees-Davies and yourself in the old country, and that in due course your son may follow in your footsteps.

A WELSH TRIBUTE.

A pleasing ceremony took place yesterday morning at the Chief Justice's Chambers in the Supreme Court when a deputation from the Welsh Society presented Sir William on his retirement with a massive silver salver. The salver which bore the arms and Welsh motto contained the following inscription:—

"Presented to His Honour Sir William Rees-Davies, Knight, K.C., Chief Justice of Hongkong, President Cymdeithas Dewi Sant, by the Members of the Society on his retirement from Hongkong as a tribute of their high esteem 1907-1924."

The presentation was made by Mr. Owen Hughes, and Sir William replied acknowledging with gratitude so charming a proof of the goodwill of his countrymen and adding that the gift came entirely as a surprise.

THE RACE FOR THE "TREVESSA" TROPHY.

YESTERDAY'S INTERESTING EVENT.

DUTCH SHIP'S COMPANY WINS THE INAUGURAL RACE.

Perhaps one of the most interesting races ever sailed and rowed on the Hongkong harbour took place yesterday when ten lifeboats from various vessels in port, having registered offices in Hongkong, competed for the "Trevessa" trophy which has been put up by a member of the Royal Hongkong Yacht Club in honour of the gallant seamanship displayed by the officers and crew of the s.s. *Trevessa*.

The race was novel to a degree, and certainly a highly instructive one. Each boat was in charge of a European officer, and manned by a crew of either six or eight Asiatics, according to the size of the lifeboat, and rigged with either a lug sail (in the case of the smaller lifeboats) and a lug and a jib sail in the case of the larger life boats. In addition to the use of sails the crews were allowed to use oars and for the greater part of the race both oars and sails were used in nearly every case.

The race aroused quite a large amount of interest among the local shipping Companies as was evidenced by the many steam launches which followed over the set course.

The course was as follows:—Start from Channel Rocks; Kowloon Rock (P), Mark boat off Yacht Club (S); Cust Rock Gas Buoy (P), Finish at Yacht Club across line West to East.

One of the conditions of the race was that the sails should not be hoisted until after the commencement of the race. This did not cause much delay and with a strong following-up breeze the boats got well away to the first mark, Channel Rocks. Here great difficulty was experienced in rounding the Rock. The leading boat (*Llama*) failed to catch the wind and lost her place. None of the boats caught the wind well, and it mainly depended on the rowing of the boats until sails could be used to advantage. The second leg of the race, across the harbour, provided the most interesting part of the contest. The boats at times made slow progress owing to the head wind and several of the officers decided to drop sail and row across. The first to discover the advantage to be gained out of rowing was the office of the Haihong. Instead of tacking well to the North of the mark boat as the others did he rowed direct to mark boat and though well in the rear when he adopted this ruse he rounded the mark boat second. The J.C.J.L. boat held her lead most of the way across the harbour and well deserved to get round the mark boat first. This boat was well ahead of the other boats and finished an easy first, with the *Haihong* second and the *Llama* third.

The following were the results:—

Position.	Lifeboat Commanded by	Steamer.	Company.	Time.
1	Mr. Mantjes	*Tirpuas*	J.C.J.L.	4.59.48.
2	Mr. Corbon	*Haihong*	Douglas	5. 1. 2.
3	Mr. Newton	*Llama*	S. D. Williamson	5. 1.12.
4	Mr. Wilson	*Empress of Canada*	Canadian Pacific	5. 2.30.
5	Mr. Moore	*Chek Sang*	Jardine, Matheson	5. 3.41.
6	Mr. Leicester	*Empress of Australia*	Canadian Pacific	5. 8. 5.
7	Mr. Kendal	*Hai Ching*	Douglas	5. 8.20.
8	Mr. Clark	*Fuen Sang*	Jardine, Matheson	5. 0. 1.
	Did not finish.	*Cheuan*	B. & S.	
	Did not finish.	*Kiang Chau*	B. & S.	

THE DISTRIBUTION OF PRIZES.

In asking the Commodore to present a small souvenir of the occasion to the winning officer (Mr. Mantjes) Capt. Arthur said: It has been very gratifying to the Committee and members of the Royal Hongkong Yacht Club to have such a large number of entries from the Mercantile Marine competing in to-day's inaugural race for the Trevessa Trophy. As you are no doubt aware this trophy was presented by one of the members of this Club for a race between life-boats belonging to the vessels of the various Shipping Companies, having a recognised office in Hongkong. All nationalities were invited to participate provided the boats were equipped according to the recognised standard as laid down by their respective Governments.

(*Continued at foot of next column.*)

The idea of having this race was to recognise in a tangible form the Club members admiration of the fine seamenship displayed by Capt. Cecil Forster, master of the s.s. *Trevessa*, and the splendid discipline and courage of his officers and crew in the successful launching of the boats when faced with the problem of having to leave a sinking vessel in mid-ocean on a dark night with a gale blowing and a heavy sea; and the subsequent battles with the elements in open boats during a voyage of 1,700 miles to a port of refuge which was ultimately and successfully reached. (Hear, hear.) These are deeds which make us proud of the men in the Mercantile Marine and, if these races (which are intended to commemorate such a fine example of what a lifeboat in the hands of courageous seamen can do) meet with the success we hope, members of this Club will be only too glad to welcome all those members of the Mercantile Marine who care to enter their boats in competition for the Trevessa Trophy.

It is intended to hold these races twice a year and in order to make them popular and successful functions the members of this Club desire the co-operation of ships' officers trading to this port and all we ask is that you spread the news among your friends and get your crews into training for the next race. This will be some time next Autumn. It was original intention to present the Trevessa trophy to the crew of the winning boat to-day as well as the small cup which becomes the personal property of the officer who wins the race. Unfortunately, the trophy has taken longer time to make than was first anticipated but we hope to have it ready in time to have it suitably presented on the day of our closing cruise, April 26th, if Mr. Mantjes, who has so ably steered his boat to victory to-day can come and receive the trophy on that day.

Capt. Arthur then called on the Commodore to present the cup.

Commodore Grace said he was sure they would all congratulate Mr. Mantjes on his very fine win. He had operated his boat with considerable skill and his boat's crew did all in their power to win the race.

Cheers for the winner brought the proceedings to a close.

THE LATE BISHOP POZZONI.

HIS VISITATIONS IN THE INTERIOR.

The following interesting description of visitations by the late Bishop Pozzoni to districts in the neighbouring province in which he laboured for many years as a missionary is taken from the story of his career published in the current number of *The Rock*, the Hongkong Catholic magazine:—

His episcopal duties kept Dr. Pozzoni in Hongkong during the greater part of each year, but his heart was ever yearning to revisit the scenes of his former missionary labours in the interior. Hence, he always looked forward with pleasure to his annual Pastoral visits to the different Mission districts. The work was hard and trying, especially at his age, but it always found him at his best. Sometimes in sedan chair, more frequently on horseback or on foot, he passed from village to village wherever a "Christianity" was to be found, addressing the congregations in their own dialect, inspecting the chapels schools and hospitals, administering Confirmation, comforting the people in their misfortunes amid the horrors of a decade of civil war and brigandage, and encouraging and strengthening them in the Faith. On those Pastoral visitations he was everywhere received in triumph by the thousands of Christians, so many of whom were proud to have known him personally in his Missionary days and to have been baptized by him. The new Christians were also soon captivated by his extreme simplicity, affability and approachableness. While at a station he never had a free moment to himself. In the chapel and the Missionary's house he was always besieged by a crowd of Christians. The only relaxation he enjoyed during those weeks was on the long journeys from one "Christianity" to another when, after the Christians from the last village (on his departure they always accompanied him in a body for an hour or so) had returned home, with their flags and music, he could enjoy—in chair, on horseback or on foot—the rest and relaxation of which he had been deprived at the station by the hearing of Confessions until midnight, the early risings for religious functions, and the din of Chinese music and crackers. He was always quite at home in the saddle, and often disappointed the Christians by galloping on ahead of his party and arriving at his destination alone long before the appointed time so as to avoid the solemn reception prepared in his honour. Afterwards he would, of course, have to resign himself to the festivities, taking everything in good part and with due official solemnity so as to please all concerned. These affairs sometimes attracted thousands of spectators, as the Bishop's cortege often numbered five or six hundred Christians when entering a town, and these scenes of religious enthusiasm were frequently the occasion of many pagans being led to enquire as to the teachings of our holy religion and to enter on the path which led to their conversion to Christianity.

His last Pastoral visitation was to the district about Saikung, in November, three months before his death. He travelled on foot, crossing and recrossing the hills in chilly weather, and it was noticed that he did not seem so strong as before: on one occasion he even collapsed on a mountain path. The strain of this journey must have been the cause of his death, as his doctors stated that death was due to dilation of the heart brought on by overfatigue. His death was unexpected, as he had always enjoyed perfect health and strength. But he was ready: his end came like the close of a long and laborious day for the faithful workman who has discharged his duty.

THE MILITARY CAMPAIGN IN KWANGTUNG.

OPERATIONS STARTED.

We see that the "Cabinet Ministers" at Canton have had a banquet at General Headquarters to celebrate victories which have been officially reported from the East River front. The *Canton Gazette* reports that "while the high officials were enjoying their feast, a telegram was received from General Liu Chin-wan, Commander-in-Chief of the Kwangsi Army, to the effect that he was directing the Waichow attack personally from Fei-ngo-ling hill. Dr. Sun, who was also present at the banquet, immediately sent his subordinates to purchase tens of thousands of crackers which were fired there and then."

Our contemporary also states that a telegram received by the Yunnanese Army Headquarters at Canton from General Yang Hsi-min's chief of staff at the front, gives some of the latest plans of General Yang, who is the Commander-in-Chief of the Allied Forces on the Eastern Front. It is said in the telegram, that the Kwangsi army under General Liu Chin-wan has arrived at Waichow and will begin a general attack on that city. A strong force of Yunnanese troops has been despatched by General Yang to Waichow to assist the Kwangsi Army. These forces will use every effort to capture that city, and at the same time combined forces of Yunnanese and Hunanese troops have advanced toward Chaochow and Swatow by way of Hoyuen, where the main force of General Chen Chiung-ming's army is gathered. Another force will be advancing toward Hoifung and Lukfung, which are the native districts of General Chen and his many lieutenants. If these two advances are successful the capture of Waichow will be without question.

General Sung Hseuh-kang, a commander of the Hunanese Army, has sent a report back to the General Headquarters to the effect that the number of General Chen Chiung-ming's force in Hoyuen and the neighbouring district is approximately nine thousand. An attack on Hoyuen will be started shortly.

THE CANTON-KOWLOON RAILWAY.

EARLY RESUMPTION OF SERVICES EXPECTED.

The following is taken from the *Canton Gazette*:—

"No doubt the public will be glad to learn that the through railway traffic between Canton and Hongkong will be resumed within one month's time. From the railway administration of the Canton-Kowloon line news has been obtained that, with the capture of the Chang-mok-tau station by the Constitutional forces, the railway line is practically free. If the work of repair on the many damaged sections of the line is started immediately the whole line will be open for through traffic within a month's time. In view of the importance of this line, the authorities here have instructed the railway administration to send experts and workmen to have the damaged sections repaired immediately."

THE YUNNAN TROOPS IN KWANGTUNG.

THEIR HIGH POLITICAL PRINCIPLES!

The art of propaganda in China has been well developed in recent years, and not everything they see in the papers is accepted by the public as gospel. We do not know whether that applies to "a circular telegram" which the Peking papers say has been issued by General Yang Shih Sen and Yang Jui Shah, Commanders of the Yunnanese troops in Kwangtung, declaring allegiance to the Central Government, and part of the national army; but we reproduce the telegram for what it may be worth—if only as an example of the work of unscrupulous propagandists. It will at least afford some amusement to those who are acquainted with the doings of the Yunnanese troops in Kwangtung. The allied telegram reads:

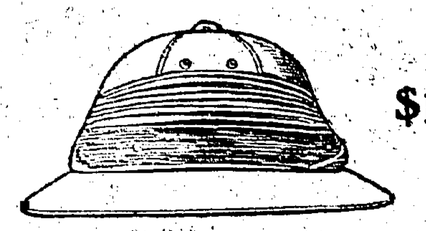
"The Yunnanese troops have suffered most since the late President Yuan Shih Kai initiated his monarchical movement. We have fought in Szechuan and Kwangtung. Our motive hitherto has been to uphold the Republic. There are, however, certain people who want to divide up the nation. There are others who desire to govern themselves. In either case, it is against our hope for a united nation. The results of such plotting are obvious. National debts are augmenting while national prestige has been lowered.

"We have tried our utmost to save the country. At the moment when we entered Kweichow, the representative of Sun Yat Sen approached us with the plea to effect the unification of the struggling factions. Dr. Sun also pledged himself to respect the will of the people and told us that it would be far from his intention to form a new Government in Canton. We took his words and went to Kwangtung. But he broke his promise as soon as we went over to his side. Everything he acted was diametrically opposite to what he declared to be his aim. The very first thing he did was to start a new regime with himself as the dictator. Within two years he involved everybody in trouble and fighting is not likely to end until he is gone. We have exhorted him but our words were unheeded. Officers were either unjustly relieved of ranks or driven out of command. Fortunately, the proclamation of the national Constitution has cut the ground underneath Dr. Sun whose position is no longer tenable. Desirous to mitigate the sufferings of the nation, we are forced by our free will to sever all relations with Dr. Sun. Beginning with the first of April, we declare ourselves to be a part of the national army under the command of the Central Government."

The date (April 1st) is not the least significant fact in the document.

LANE, CRAWFORD, LTD.

ESTABLISHED 1850.



$12.50

THE BODY OF THIS SUN HAT IS MADE OF A RUBBER AND CORK PATENT, COVERED WITH A FINE QUALITY WHITE DRILL, AND PUGARREE, FITTED WITH THE "AURA" VENTILATOR WHICH PROVDIES A FREE CIRCULATION OF AIR.
GUARANTEED TO BE PROOF AGAINST SUN AND RAIN.

$20

THE LATEST STYLES IN WHITE CANVAS SHOES WITH LEATHER OR COMPOSITE SOLES.

LANE, CRAWFORD, LIMITED.

PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA	LEMON
PINEAPPLE	CHERRY
RASPBERRIES	STRAWBERRY
POMEGRANATE	APRICOTS
MANDARINE	ORANGEADE

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL, HONGKONG.

LATEST DANCE RECORDS.

3349	LAST NIGHT ON THE BACK PORCH THE DOM PAH TROT	FOX-TROT ONE-STEP
52	TWELVE O'CLOCK AT NIGHT THE ONE I LOVE BELONGS TO SOMEBODY ELSE	FOX-TROT "
65	SUNSHINE OF MINE YOU DIDN'T WANT ME	" "
66	MICKEY DONOHUE... TRIPPING ALONG	WALTZ "

AT

ANDERSON'S.

Wm Powell Ltd.

12, Des Vœux Rd.

JUST ARRIVED FOR EASTER.

DAINTY FROCKS

SHUNSHADES

BATHING COSTUMES and CAPS

SILK HOSIERY

NEW ADVERTISEMENTS

INSURANCE OFFICES.

EASTER HOLIDAYS.

NOTICE is Hereby Given that All INSURANCE OFFICES will be CLOSED for the Transaction of BUSINESS on FRIDAY, 18th April, SATURDAY, 19th April, and MONDAY, 21st April, 1924.

By Order,

LOWE, BINGHAM & MATTHEWS,
Secretaries,
FIRE INSURANCE ASSOCIATION OF HONGKONG.
MARINE INSURANCE ASSOCIATION OF HONGKONG AND CANTON.

Hongkong, 16th April, 1924. [659

A. S. WATSON & CO., LIMITED.

NOTICE.

ON GOOD FRIDAY, the 18TH INSTANT, and on EASTER MONDAY, the 21ST INSTANT, All Departments will be CLOSED.

On These Days

THE HONGKONG DISPENSARY will be OPENED for Dispensing Prescriptions from 10 A.M. to 1 P.M., and from 6 P.M. to 7.30 P.M.

On SATURDAY, the 19TH INSTANT, All Departments will be OPEN as Usual.

Hongkong, 16th April, 1924. [657

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, No. 6, Connaught Road, on WEDNESDAY, the 30TH APRIL, 1924, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 31st December, 1923, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 23rd April, 1924, until Wednesday, the 30th April, 1924, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

[660

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-THIRD ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., LTD., Pedder Street, Hongkong, on TUESDAY, the 6TH MAY, 1924, at 11 o'clock in the Morning, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th April to 20th May, both days inclusive.

By Order of the Board,

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 16th April, 1924. [661

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship

"KOSMO"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 22nd April, 1924 will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 29th April, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Fridays between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,
General Agents.

Hongkong, 16th April, 1924. [664

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SAIGON, SINGAPORE AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"PADUA"

carrying His Majesty's Mails, will be despatched from this port at 4 P.M., on TUESDAY, the 22ND APRIL, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office up to Noon on the Day of sailing. The contents and value of all packages are required.

For further particulars, apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 17th April, 1924. [620

CAFÉ WISEMAN

(LANE, CRAWFORD, LTD.)

HOT X BUNS

FOR

GOOD FRIDAY.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

ON and After the 22ND APRIL, 1924, Our OFFICES will be Situate at No. 6, DES VŒUX ROAD CENTRAL (4TH FLOOR).

PERCY SMITH, SETH & FLEMING.

[662

NOTICE OF REMOVAL.

ROYAL HONGKONG GOLF CLUB.

HONGKONG CRICKET CLUB.

ON and After the 22ND APRIL, 1924, the TREASURERS' OFFICES will be Situate at No. 6, DES VŒUX ROAD CENTRAL (4TH FLOOR).

PERCY SMITH, SETH & FLEMING,
Treasurers.

663]

NOTICE.

WE have THIS DAY established Ourselves as IMPORT and EXPORT MERCHANTS and COMMISSION AGENTS.

BAYER, BITZER & CO.,
2nd floor, Queen's Building.
Tel. No. 4055, Central.

Hongkong, 10th April, 1924. [623

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No 4227 for 500 shares Ewo Cotton Mills Ltd., in the name of Mr. EZRA ABRAHAM of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been Lost:

The said shares are the property of the Undersigned and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Undersigned.

ELLIS & CO.
No. 23 Ice House Street.

617]

ST. JOHN'S CATHEDRAL.

GOOD FRIDAY, APRIL 18TH, 1924.

A SPECIAL CHOIR OF 50 VOICES
Will Sing
APPROPRIATE SELECTIONS
From
HANDEL'S "MESSIAH,"
Also Works for
UNACCOMPANIED QUARTETTE AND CHORUS.

SOLOISTS:

Mrs. D. J. Brown.	Mrs. G. A. Clements.
Mrs. S. Collett.	Mrs. N. Mathieson.
Mr. H. G. Annes.	Mr. A. P. Glanville.
Mr. G. H. Pierce.	

GOOD FRIDAY EVENING AT 9.15.

COLLECTION FOR CATHEDRAL ORGAN FUND.

[610

BILLIARDS.

HO KOM TONG CUPS.

VALUE OF PRIZES—$300.00

1ST PRIZE CUP VALUED	$175.00
2ND " " "	75.00
3RD " " "	50.00

ENTRIES CLOSE 20TH INSTANT.

Play Commences on 25TH at 8 P.M.
Game 250 Up.

PALACE HOTEL, KOWLOON.

656

A BALL

UNDER THE PATRONAGE OF LADY STUBBS
In Aid of
ST. DUNSTAN'S
Will be held at
THE CITY HALL
ON
FRIDAY, APRIL 25TH, 1924,
at 9.15 P.M.

TICKETS at $4.00 each, can be had from—
Messrs. S. Moutrie, Chater Road;
The Anderson Music Co., Ice House St.;
The Hongkong Hotel;
The Kowloon Hotel. [646

HONGKONG BOXING ASSOCIATION.

SIXTH TOURNAMENT OF THE SEASON.

SATURDAY, APRIL 26TH, at 9.15 P.M.
AT THE
THEATRE ROYAL.

MAIN EVENTS:

15 ROUND CONTEST FOR THE HEAVYWEIGHT CHAMPIONSHIP OF THE COLONY AND THE HONGKONG EXCHANGE BROKERS' ASSOCIATION'S BELT.

C.P.O. CALLAGHAM v.
Bombadier BARTON,
Also
ONE BANTAMWEIGHT, TWO WELTERWEIGHT, TWO LIGHTWEIGHT, ONE FEATHERWEIGHT, each of Six Rounds.

BOOKING at MOUTRIE'S:
Members on the 24th April, 1924.
General Public from the 25th April, 1924.

USUAL PRICES. [640

INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY, SATURDAY and MONDAY, the 18TH, 19TH and 21ST INSTANT.

Hongkong, 14th April, 1924. [644

THE HONGKONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 19TH, and MONDAY, 21ST APRIL, commencing at 3 P.M. Each Day. The First Bell will be rung at 2.30 P.M.

The Charge for Admission to the Public Enclosure will be $1. Soldiers and Sailors in uniform, half price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5 each up to Friday, April 18th.

The Stewards invite the Ladies of Hongkong to be present. [618

SOCIETY OF ST. GEORGE, HONGKONG.

IT is proposed to hold

A TIFFIN

in the HONGKONG HOTEL on St. George's Day, WEDNESDAY, APRIL 23RD, at 1 P.M.

The Price of the Tiffin will be $2.50 per cover exclusive of Wines.

Members wishing to attend are kindly requested to forward their Names to Mr. W. A. DOWLEY, Hongkong Hotel.

The List Closes at 4 P.M. on Tuesday, April 22nd. [650

HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.

LOST.

APPLICATION has been made to this Company to issue to the Hon. Mr. CHAU KIU KI, of Hongkong, 5 Duplicate Certificates for Two Thousand Five Hundred Shares in this Company, numbered 00554, 00555, 00556, 00557, 00558, upon statement that the Original Certificates Nos. 00554, 00555, 00556, 00557, 00558, dated 23rd January, 1924, together with relative Transfer Deeds attached, have been LOST or MISLAID; and NOTICE IS HEREBY GIVEN that if within Thirty Days from the Date hereof No Claim or Representation in respect of such Original Certificates are made to this Company, we will then proceed to deal with such Application.

For HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.,
EDWARD B. RAYMOND,
Secretary.

Hongkong, 3rd April, 1924. [588

SERVICO CONSULAR PORTUGUES.

NOTIFICATION.

NOTICE IS HEREBY GIVEN that a PUBLIC AUCTION will be held at this TREASURY OFFICE on THURSDAY, the 15TH MAY, 1924, at 11 A.M., for the sale of the OPIUM MONOPOLY in Macao, for a period of three years extending from 1st July, 1924, to 30th June, 1927.

Particulars as to the condition of sale may be seen at the Portuguese Consulate in Hongkong and at this Treasury Office. Dated at the Treasury Office of the Province of Macao the 31st March, 1924.

(8) ANTONIO DE MEIRELLES,
Director.

615]

FOR SALE.

3,000 B.H.P. POWER PLANT.

THIS Plant consists of the following, all in Working Order, having just recently been in Full Use:—

(A) Four "Mond" Gas Producers capable of generating 400,000 cubic feet of Gas per hour of 140 B.T.U. per cubic foot complete with Washers, Cooling Tower, Scrubbers, Centrifugal Cleaners, Blower Motors, Piping, etc., Coal Elevator and Charging Plant.

(B) Two "Cockerill" Horizontal 4-cylinder Tandem Double Acting Type Gas Engines, 1,000 B.H.P. each and Two same type 2-cylinder Engines of 500 B.H.P. each, all the above made by RICHARDSON WESTGARTH & Co., England. Engines complete with Air Starting Plant, Electric Ignition, Water Cooling Pumps and Motors, Turning Gear, Motors, etc.

(C) Two Dynamos by DICK KERR & Co., England, having an output of 750 K.W. each at 250 volts when driven at 120 revolutions, also Two Similar Dynamos of 375 K.W. each, complete with Switch-boards, and Instruments, etc.

For further particulars, apply to—

MESSRS. BUTTERFIELD & SWIRE,
Agents,
The TAIKOO DOCKYARD & ENGINEERING Co., OF HONGKONG, LTD.

Hongkong, 28th March, 1924. [562

WESLEY BARRY

IN

"HEROES OF THE STREET."

TO-DAY TILL SUNDAY.

THE CORONET.

INTIMATIONS

DEWAR'S

The Spirit of the Empire

It is that unbroken **Evenness** that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—**old** and **ample**—DEWAR'S is simply a mingling of **good** things.

Dewar's "White Label" and "Victoria Vat"

as supplied to the Houses of Lords and Commons. By Royal appointment to His Majesty The King.

SOLE AGENTS

A S WATSON & CO., LTD.,

Wine and Spirit Merchants

ESTABLISHED 1841.

BIRTH.

SEVERN.—At "Tanderagee," 372, The Peak, on April 16th, to Sir CLAUD and Lady SEVERN, a daughter. [665

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, APRIL 17TH, 1924.

MILITARY-RIDDEN CHINA.

A few years ago, while the Washington Conference resolutions were fresh in the public mind, the "disbandment of superfluous troops" was constantly being advocated in China. Li Yuan Hung, indeed, only accepted the Presidency a second time on a clear understanding from the military powers-that-be in the land that they would co-operate with him to that end. But what has been done towards reducing China's forces during the past two years? Trustworthy statistics are unobtainable, but the Chinese Government would be hard put to it to satisfy the Powers that anything has yet been done in China to give effect to the Washington resolutions on this subject, to which formal assent was given on behalf of China by her duly accredited delegates. The resolution, unanimously adopted by the representatives of the United States, Belgium, the British Empire, France, Italy, Japan, The Netherlands and Portugal, declared that the Powers attending the Conference had been deeply impressed with the severe strain on the public revenue of China through the maintenance in various parts of the country of military forces excessive in number and controlled by the military chiefs of the provinces without co-ordination. The Powers deemed the continued maintenance of these forces to be mainly responsible for the unsettled political conditions in China. They expressed the view that large and prompt reductions of these forces would not only advance the cause of China's political unity and economic development, but would hasten also her financial rehabilitation. Therefore, "without any intention to interfere in the internal problems of China, but animated by a sincere desire to see China develop and maintain for herself an effective and stable Government, alike in her own interest and the general interest of trade; and being inspired by the spirit of this Conference, whose aim is to reduce, through the limitation of armament, the enormous disbursements which manifestly constitute the greater part of the encumbrance upon enterprise and national prosperity," the Conference by formal resolution expressed to China the earnest hope that immediate and effective steps might be taken by the Chinese Government to reduce her military forces and expenditure. Dr. Wellington Koo, the present Minister of Foreign Affairs, in accepting the resolution proclaimed that "China was unquestionably in favour of disarmament." Yet she probably has to-day a larger number of men under arms than she has ever had before in her long history—certainly a number greatly larger than she had when that resolution was accepted and endorsed by her two years ago. What that number is, even approximately, cannot be estimated, but there can be no doubt that China is the most military-ridden country in the whole world. The Chinese Government's official army lists, we are told, give only those organisations which are really or nominally under the control of the Peking Government. These show a numerical strength of 613,300 but in this list of Northern organisations the *China Year Book* points out there are conspicuous omissions not to mention the fact that no account is taken of Kansu, Szechuan, Kweichow, Yunnan, Kwangtung, Kwangsi, nor of many units of provincial troops. The writer on this subject in the *Year Book* has estimated the strength of the Chinese Army at 1,332,825. It may be that "it probably comes very near including all who have any right to be described as other than bandits," but it certainly does not fully represent the number of men carrying arms in China, seeing that Kwangtung, for example, is credited in this list with a total strength of not more than 94,000 men. Sun Yat Sen, for financial reasons, would doubtless wish that it were so. The point we wish to emphasise is that China's military forces and expenditures must have been steadily on the increase since she pledged herself at Washington to reduce them, and, therefore, that China's capacity to fulfil the undertakings she gave at Washington in regard to administrative reforms has been steadily weakened instead of strengthened. It is no wonder that the Government had to ask for the postponement by the Powers of their intention to send an International Committee of Jurists to China to examine her laws and her administration of them with a view to arranging for the abolition of extra-territoriality; and it is no wonder that the Powers are reluctant to concede the tariff increases which they would be perfectly willing to concede if China had a Government capable of acting up to the pretensions of its diplomatic agents.

The Hongkong, Canton and Macao Steamboat Co. announce curtailed sailings to Macao on the 22nd and 23rd inst.

Two local disciples of Isaak Walton caught a lo weighing 27½ lbs. and a tuna weighing 18 lbs. while fishing in Clear Water Bay on Sunday.

The strike of the Chinese merchants at Fatshan against certain new taxes on shipping continues to the evident dismay of the military who expected to benefit from the tax.

The current issue of *The Rock*, the Hongkong Catholic Magazine, is a Bishop Pozzoni Memorial number. Many pages are devoted to the career of the late Bishop, and the story is illustrated by many interesting photographic reproductions. Though it is a considerably enlarged issue of the magazine it is being sold at 20 cents a copy, which is half the usual cost.

The late Mr. E. G. Hillier, C.M.G., whose death has been reported from Peking, had been in the Hongkong and Shanghai Bank's service since 1883, and had been manager of the Peking branch since 1891. He was there at the time of the Boxer rising and was the British delegate on the Bankers' Commission which formulated the indemnity. Mr. Hillier was a highly valued servant of the Bank. He was the negotiator of the Chinese Imperial Government loans issued in London and Berlin in 1895-96 and had been largely responsible ever since for the financial transactions of the Bank with the Chinese Government, though failure of sight in 1896 eventually resulted in total blindness. He was honoured with the C.M.G. in June 1904.

The position of a Straits born secondary wife as a beneficiary under the will of a Chinese towkay who directed in his will that in order to benefit in his estate all his relatives must return and live at his home in China, is before the Supreme Court at Singapore last week. The will was made by a Chinese merchant named Ho Chee Shin, who carried on business at 440, North Bridge Road. The issue to be tried is whether the will is authentic or not.

Among passengers leaving by the *Empress of Australia* are Mr. Ho Kom Tong and Mr. E. Ralphs. Mr. Ho Kom Tong is to have the honour of an audience of H.M. The King during the period of the Empire Exhibition. It is understood that the honour is due to the good work done by Mr. Ho Kom Tong in connection with the St. John's Ambulance Association and the Boy Scout movement. Mr. Ho Kom Tong is also hoping to be received in audience by the Pope in Rome.

Of all things sacred to the Chinese the style of the coffin in which the body is enclosed at the last is certainly not the least in general estimation, and he is a daring innovator who would seek to change it. But we learn from a metropolitan journal that somebody has surprised the Peking public by inventing a new kind of coffin. We are told that:—"Hitherto coffins have been made of wood, and the quality of wood depended upon the financial standing of the people. Now, a certain enterprising coffin shop in the West City has invented a cement coffin, lined with hard wood. It will last three times as long as the ordinary wooden coffin, and costs only a little more. The fortune tellers, however, have lodged a strong protest on the ground that the new coffin separates the corpse from the earth which will materially affect the luck of the posterity."

OBITUARY.

MR. T. K. DEALY.

We regret to learn that news has reached the Colony of the death of Mr. Thomas Kirkman Dealy, who coming out to Hongkong in 1884 as an assistant master at the Government Central School (now Queen's College), became in course of time its Headmaster, and retired on a pension of £432 a year in 1918. For two short periods Mr. Dealy acted as Director of Education, and during the war he was, for about two years, a censor of cables.

On his retirement Mr. and Mrs. Dealy settled at Grenoble, in France, to which place he was attracted by Catholic associations, we believe, as well as by his interest in French scholarship. It was at Grenoble that he passed away on March 1st. Mr. Dealy had maintained his interest in the educational profession by lecturing in English at the Grenoble University.

It will be recalled by their friends in Hongkong that Mr. and Mrs. Dealy lost their two promising sons in the war. Before the outbreak of the war they had gone out to Australia from England with a distinguished school record to the credit of each of them, then had studied scientific agriculture at Melbourne University and had embarked on a career of practical farming when the war broke out. They both joined up with the Australian Army, both going into the Air Force. Their death was naturally a grievous blow to their parents, who were then left with one daughter who has been living with her parents at Grenoble.

The late Mr. Dealy was a Chinese scholar of no mean order, and among the public evidences he gave of this was his publication of a revised and considerably enlarged edition of the late Dr. Chalmers' "English and Cantonese Colloquial Dictionary."

The news of his death will be received by a great number of Old Boys of Queen's College as well as many old European residents with great regret, and their heartfelt sympathy will be extended to Mrs. Dealy and her daughter, Margaret, in their bereavement. Mrs. Dealy, it may be added, is a sister of Mr. A. H. Ough who was for many years a partner in the firm of Leigh and Orange, architects and civil engineers.

SMALL POX.

MANILA'S PORT INSPECTION OF PASSENGERS.

The following telegram has been received by the Government from His Britannic Majesty's Consul-General, Manila:—

"My letter 8th March. Regulation requiring vessels to call at Mariveles revoked and inspections will be made outside Manila harbour; effective 20th April. Third class passengers and new crews still must comply with the vaccination requirements."

REPARATIONS QUESTION.

M. POINCARE'S VIEWS.

JAPAN'S "VEILED THREAT" TO AMERICA.

LIBERALS ANGRY WITH LABOUR GOVERNMENT.

EARTHQUAKE MYSTERY: MANILA'S EXPLANATION.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

REPARATIONS.

IMPORTANT DECLARATION BY M. POINCARE.

PARIS, April 16th.

Speaking at a Democratic-Republican banquet for the first time since the publication of the Experts' Reports, M. Poincare asseverated that the Experts' Reports provided a most eloquent justification of French policy, including the occupation of the Ruhr. The reports proved that Germany had fictitiously impoverished herself and is able to pay reparations. The Commission must now draw up a definite plan and induce Germany to enact the necessary legislation and organise the requisite control.

On general lines such a plan would undoubtedly presuppose the restoration of the fiscal and economic unity of the Reich, but this cannot be restored following a mere declaration of principle. France must only exchange pledges against more ample and more remunerative ones. There can be no question of withdrawing from the Ruhr before the payment of debts due to France, nor of France releasing her hold without safeguarding the means of restoring it immediately in case of need.

BERLIN, April 16th

Leaders of the Social Democrats and also of the non-Socialist parties have intimated approval of the Government's action in connection with the acceptance of the Reparations Experts' Report.

EARLIER CABLES.

THE AGREEMENT WITH RUHR INDUSTRIALISTS.

PARIS, April 15th.

The protocol prolonging the agreements between M.F.C.U.M., and the Ruhr industrialists states that the Reparations Commision's approval of the Experts' Report has opened the way to a reparations settlement and is likely to facilitate the opening of credits in favour of the Rheno-Westphalian collieries. Therefore, the agreement is prolonged until a general settlement of the reparations and until June 15th at latest.

BRITISH GOVERNMENT SUPPORTS SCHEME IN ITS ENTIRETY.

LONDON, April 15th.

In the House of Commons, Mr. Ramsay MacDonald, dealing with the Reparations Experts' Report, said that the Government attached so much importance to the agreed recommendations, which could be brought into immediate operation, that they were prepared to support the scheme in its entirety, provided all the other parties concerned were willing to take the same course, and he had already communicated that view to the Governments concerned, including the United States. Mr. MacDonald laid stress on the statement in the Dawes Report that it is indivisable and whole, and that the signatories renounced all responsibility if certain of the recommendations are adopted and others rejected.

MR. BALDWIN'S SUPPORT.

Mr. Baldwin declared that Mr. Ramsay MacDonald would have the united support of the British people in his attitude. (Cheers.)

Mr. Wise asked whether the pact fixing Germany's full liability at £6,600,000,000 still stood.

Mr. Ramsay MacDonald replied that he was fully aware that the Report made provision for six years, beyond which certain machinery continued to operate for an unlimited period, but if all the Governments agreed to put the Reports into execution, the total amount payable by Germany would be a matter for arrangement.

GERMANY ACCEPTS THE REPORT.

BERLIN, April 15th.

The Cabinet decided to accept the Experts' Report as a basis for negotiations, and to inform the Reparations Commission accordingly.

LATEST CABLES.

ANGRY LIBERALS.

COMMONS MEETING PROTESTS AGAINST GOVERNMENT.

LONDON, April 15th.

The dissatisfaction of the Liberal Party at the attitude of the Labour Party towards it found vent during an important meeting at the House of Commons presided over by Mr. Asquith and attended by a hundred members. A feature of the gathering was a vigorous speech by Mr. Lloyd George, protesting against the Government's contemptuous treatment of the Liberals although dependent on them for existence. Mr. Asquith approved the views expressed by Mr. Lloyd George, and it was decided to hold another meeting after Easter, when the future attitude of the Party towards the Government would be decided.

BRITISH WORLD FLIGHT.

REPAIRS TO MACLAREN'S AIR-BOAT COMPLETED.

LONDON, April 15th.

Advices from Corfu dated April 15th, state that MacLaren's air-boat was towed into Corfu and the new engine installed by H.M.S. *Emperor-of-India*.

A successful trial was made the same evening, the aviator being due to leave for Athens the next morning.

EARLIER CABLES.

EARTHQUAKE SHOCK.

RECORDED THROUGHOUT THE WORLD.

LONDON, April 15th.

The observatories in Belgium, Italy and Egypt recorded yesterday at noon a violent earthquake shock over 6,000 miles distant.

The instruments at the Faenza Observatory vibrated for four hours.

The observatory at Helouan described the shock as of equal intensity with the Japanese earthquake last September.

BUENOS AIRES, April 15th.

An earthquake shock was felt at Santiago de Chile at 5.35 yesterday at noon.

The casualties and damage are so far unknown.

SANTIAGE DE CHILE, April 15th.

The reports of an earthquake in Chile are baseless.

The Chilean Legation in London, which is in regular communication with Santiago, hopes that the earthquake recorded yesterday throughout the world occurred at sea.

VICTORIA (B.C.), April 15th.

The officials of the Dominion Observatory were mystified yesterday by a series of seismographic shocks lasting four hours.

The Superintendent of the Observatory estimates the centre of the disturbance to have been about 1,500 miles from Victoria, probably in the vicinity north of the Aleutian Islands, or Alaska.

TRADES' FACILITIES BILL.

LONDON, April 15th.

In the House of Commons, in the committee stage of the Trades' Facilities Bill, Mr. Remer, referring to the competition the Lancashire textile industry is meeting in the Far East and in India moved an amendment that no loan guarantee should be given in connection with the erection of cotton mills or the provision of cotton machinery outside the United Kingdom.

Mr. Graham, Financial Secretary to the Treasury, emphasised that no guarantee had been given to any cotton undertaking outside the United Kingdom. The real problem behind the amendment was how employment in Great Britain would be affected under a guarantee. The Advisory Committee must take all the circumstances into account. He was unable to believe that the Committee would exclude the large view of the problem of unemployment. He asked Mr. Remer to withdraw his amendment, which was negatived without a division.

A SPEECH BY TROTSKY.

MACDONALD CABINET "ABSOLUTELY WITHOUT PRINCIPLES."

MOSCOW, April 15th.

M. Trotsky, in the course of a speech at Tiflis on the 11th inst., denied the report in the local Press that he was opposed to war at all costs over the Bessarabian question. He said that the situation between Russia and Roumania concerning Bessarabia was abnormal. Poland and France stood behind Roumania. "France is developing a mad campaign against us in Poland, and is trying to drive us into a quarrel with Turkey."

M. Trotsky added: "The MacDonald Cabinet has absolutely no principles. Nevertheless, the success of the Anglo-Russian Conference would strengthen its position."

M. Trotsky concluded by saying that the Bolsheviks had not changed since the night of October 25th, 1917. [This refers to the formation of the first Bolshevik Military Committee.]

LATER.

The Committees of the National Democratic and Menshevik parties at Tiflis have been arrested.

SITUATION IN INDIA.

DECLARATION OF GOVERNMENT'S POLICY REQUESTED.

LONDON, April 15th.

In the House of Commons, in the course of the debate on India initiated by Viscount Curzon, who moved a motion expressing anxiety with regard to recent events in India and regretting the lack of a clear statement of the Government's policy in the matter, he asked for a specific declaration that the Government would not depart from the letter or spirit of the Government of India Act of 1919.

Prof. Robert Richards, Under-Secretary of State for India, replying, said that the Government of India were at present investigating the Deficiencies Act with the full concurrence of His Majesty's Government, who considered that the proposal of Mr. Scurr to appoint a commission on the subject was premature.

BRITISH COAL MINING DISPUTE.

COURT OF INQUIRY APPOINTED.

LONDON, April 15th.

The Minister of Labour has appointed a Court of Inquiry into the coal mining dispute.

The following will comprise the Court:—Lord Buckmaster, Chairman; Mr. Roscoe Brunner and Mr. A. G. Cameron.

SHIPBUILDING DISPUTE.

WORKERS DESIRE CONFERENCE.

LONDON, April 15th.

The shipbuilding workers at Southampton decided to resume work on condition that an immediate conference to secure uniformity between the Southampton and London rates of pay is held.

ANGLO-SOVIET CONFERENCE.

ANGLO-RUSSIAN TREATIES DISCUSSED.

LONDON, April 15th.

The Anglo-Soviet Conference met at the Foreign Office at three o'clock this afternoon and adjourned at 3.45.

The Conference will again meet tomorrow afternoon.

A communique states that the subject of treaties between Great Britain and the former Russian Empire was raised and referred to a sub-committee for preliminary examination.

LATEST CABLES.

[*REUTER'S AMERICAN SERVICE.*]

CHESS TOURNAMENT ENDS.

WINS FOR DR. LASKER AND CAPABLANCA.

NEW YORK, April 15th.

In the Twenty-first round of the International Chess Tournament Marocezy beat Bogoljubow, Capablanca beat Reti, Marshall beat Yates and Dr. Lasker beat Tarakower.

WELL EARNED VICTORY FOR DR. LASKER.

LATER.

By defeating Tartakower Dr. Lasker scored a well-earned victory in the chess tournament. He lost only one game, namely, that with Capablanca who secures second prize. Alekhine is third.

Capablanca's title of world champion was not involved.

U.S. WORLD FLIGHT.

LEADER IN DIFFICULTIES.

CHIGUIK, April 15th.

Major Martin, the leader of the United States world flight, was forced to descend at sea on his way here. It is believed that he is safe at Kialovvik Bay. The remaining planes arrived here safely.

FAR EASTERN CABLE NEWS.

[From Our Own Correspondent.]

SHANGHAI PERJURY CASE.

POLICE REFUSE TO PROSECUTE.

SHANGHAI, April 16th.

In the Supreme Court, the Crown Advocate announced that the police declined to prosecute Goulbourn for perjury in the Rowarth case.

Judge Grain ordered that the recognizances of accused and witnesses be discharged, and the Jury men were notified that they would not be required.

[THROUGH REUTER'S AGENCY.]

SUBMARINE EARTHQUAKE.

DISTURBANCE FELT AT MANILA.

MANILA, April 16th.

A severe sulanarine earthquake was recorded at 23 minutes past midnight of the 14-15 inst. in 7 degrees North latitude on the eastern border of the Philippine deep, 200 kilometres from Mindanao, and 1,000 from Manila. A tidal wave is feared. Slightly perceptible disturbance here continued for two hours.

BRITISH AND JAPANESE NAVIES.

VESSELS LAID DOWN.

LONDON, April 15th.

Replying to Sir A. H. M. Sinclair in the House of Commons, Mr. C. G. Ammon stated that since the signing of the Washington Treaty, Great Britain had laid down (1) one submarine and Japan, so far as is known, had laid down six light cruisers, 17 destroyers and 13 submarines.

"GRAVE INTERNATIONAL COMPLICATIONS."

CANADIAN MEMBER SICK OF CONTINUED THREATS

OTTAWA, April 16th.

In the course of the Budget debate in the House of Commons, Mr. Neill (Independent) representing British Columbia, in referring to the question of Oriental immigration, said he regretted that the restrictions with regard to Chinese had not been extended to Japanese. He said he was sick of hearing about the "grave international complications" which Japan threatened whenever restriction was mooted. He believed that Japan should recognise Canada's right to restrict the influx of people whose standard of living was lower than that of Canadians.—*Reuter's American Service.*

JAPANESE EMIGRATION TO U.S.

"CAUSE FOR GRAVE ANXIETY."

TOKYO, April 15th.

"Though we have not yet given up hope that our sacrifices and efforts to develop friendship with America will be successful, we have cause for grave anxiety," said Viscount Matsui this afternoon to American correspondents in connection with the action of Congress on immigration.

In a statement, in which he strongly appealed against the final passage of the exclusion provision, Viscount Matsui says:—It seems to us that we are appealing only against an action that can wound us to some extent, and bring little satisfaction to you." He suggested that the operation of the quotas by America as well as the "gentlemen's agreement" by Japan provide the most effective control of emigration. Japan on her part is ready to give all the assistance possible to make control effective. Such a method would maintain mutual confidence, respect and goodwill, which we, the nation and Government, are most anxious to retain and promote."

Viscount Matsui drew attention to the close inter-locking of mutual interests of the two countries in trade, and the preservation of stability and security for Pacific nations.

Describing America as "in the enviable position of a Power privileged to take arbitrary action or behave with fine magnanimity, setting an example to other nations, or inducing resentment, Viscount Matsui urged that nothing be done to weaken that spirit of friendship and esteem in which Japan has long regarded her."

NEW YORK PRESS DENOUNCES SENATE'S ACTION.

NEW YORK, April 15th.

The *Times* describes the Senate's action in excluding Japanese immigrants as intemperate and hasty; unthinkingly jumping to the conclusion that Japan is trying to dictate to the United States on a matter of internal politics, which is far from the facts. The *Times* asserts that the Senate's action merely serves to rekindle the fires of race hatred and to undo the work of a quarter century of diplomacy.

The *World* also asserts that Mr. Hanihara's words are in nowise a threat, but candid statement of fact. The Senate was animated by the basest passion of a mere mob.

The *Herald* similarly denounces the Senate's action.

NEW YORK, April 15th.

The morning newspapers, commenting upon the restriction of Japanese immigration to the United States, condemn the action of Congress.

The New York *Times* declares it as being a wholly uncalled for affront to the Japanese people.

The New York *World* says that the measure is offensive, foolish, unnecessary, brutal and dangerous, and that it does not represent the real will of the American people or country, who will expect the President to save it by his veto from the consequences of its folly.

The New York *Herald* accuses the House of Representatives of imperilling the friendly relations with Japan. The Senators, owing to their wretched exhibition of jingoism, are petulantly jeopardising the work of the Washington Conference.

WASHINGTON, April 15th.

Mr. Hanihara's Note sent to Mr. Hughes was accompanied by a *resume* of the "gentlemen's agreement."

The Note declared that the substitution of a proposal practically debarring Japanese would not only offend a friendly nation but would also seem to involve the good faith and honour of the Japanese Government.

Mr. Hanihara concluded: "Relying upon that confidence you have been good enough to show me always, I have stated, or rather repeated, all this to you very candidly, and in the friendliest spirit, for I realise, as I believe you do, the grave consequences which the enactment of the Bill will bring upon the otherwise happy and mutually advantageous relations of our two countries."

Before the publication of Mr. Hanihara's Note many Senators favoured an amendment intended to have regard to the sensibilities of Japan by continuing the "gentlemen's agreement," but now the Senators express their strongest resentment at what is construed as an effort on the part of another nation to influence Congress by an implied suggestion of retalintion.

It is understood that the Administration regards the exclusion of the Japanese as a minor detail of a larger policy of maintaining in the Pacific the understanding reached at the Washington Conference on the limitation of naval armaments.

Authoritative circles believe that the President may veto the Immigration Bill on account of its Japanese feature, but in view of the bitter feeling aroused by the "veiled threat" in the Japanese Note his veto appears likely to be overridden by Congress.

SENATE ADOPTS AMENDMENT.

WASHINGTON, April 15th.

The Senate adopted the Japanese exclusion amendment in the Immigration Bill.

The Bill is practically identical as ratified by the House of Representatives on April 12th.

[BY COURTESY OF THE "DAILY BULLETIN."]

LONE SEA VOYAGER.

MANILA, April 14th.

It is reported from Davao that Ira Sparks, who sailed alone from Honolulu last winter in a 20-foot boat, arrived at Davao on March 22nd, after being 73 days at sea without sighting land.

We have received from "The North-China Daily News & Herald, Ltd.," a copy of their well-known Desk Hong List of Shanghai and North China. In addition to the usual hong lists, it provides a trade directory, residential directories, a Missionaries "Who's Who," and much other information which goes to make it of great value and usefulness in all the centres it covers.

SPORT.

BILLIARDS.

THE CHALLENGE ROUND.

OSMUND RETAINS THE TITLE.

A. J. Osmund defeated P. A. Yvanovitch in the challenge round of the billiards championship of the Colony by 454 points in a match of 1,000 up last night. Osmund thus retains the title of champion of the Colony for another year, making the third time in all that he has held that honour, the previous occasion to last year being in 1920.

As the score suggests, the victory was a decisive one and while congratulating the winner on a very fine, clean, fast game of billiards one must extend sympathy to the loser. Yvanovitch played really good billiards in the first twenty minutes of the match but he had no "joss." The balls were continually left in position for Osmund who, as the game progressed gained confidence at his continual good luck and he soon settled down to play one of the best games of billiards he has been known to play in public tournaments. His usual game is the losing hazard but last night he played a good all round game. At the end of the first session he had reached 516 to his opponent's 181. In the second session he continued to make rapid progress and was able to score freely and with the utmost confidence (as a rule he is rather nervous). From 700 onwards he simply ran away with the game and with breaks of 70, 66, 38, he made the result more than safe for himself. Yvanovitch continued to fight gamely but he had caught Osmund at the height of his form and the best he could do was a break of 53. His was a forlorn hope after the first half hour.

Osmund, in addition to winning the championship for another year, has the honour of winning the prize for the highest break in the tournament with a very fine 79. The next highest break in the tournament is one of 75 by Kwok.

Some idea of the very fine billiards played by Osmund is to be gathered from his total score registered from all breaks over 20. These totalled 675.

The final scores were:

Osmund	1,000
Yvanovitch	546

The highest breaks of the evening were: Osmund:—34, 32, 28, 26, 79, 29, 25, 61, 34, 25, 41, 55, 70, 66, 28, 38. Yvanovitch:—23, 29, 21, 23, 53, 31, 22, 26.

SCOTTISH SPORT.

JOINT CHAMPIONS IN RUGBY.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, March 12th.

With only Glasgow University and West of Scotland to meet, it looks as if the well-earned victory of Glasgow High School F.P.'s over Heriot's School F.P.'s has assured them of dividing the Scottish Club Championship with their nearest neighbours, Glasgow Academicals. The game had not been long in progress before it became apparent that they were the better side in almost every department, and their eventual win by 10 points to 5 does but scant justice to their superiority. This is the first time the Glasgow Schoolmen have reached the top rung of the Rugby ladder. The return match between the Watsonians and Edinburgh Academicals ran on the lines anticipated, the former, although their forwards were outplayed in the rushes, holding their own in the tight scrummages, and winning with a lot in hand through the pronounced superiority of their backs in resource and pace alike. Stewart's beat Hawick. West were much stronger than Royal High School. Edinburgh University overwhelmed Greenock Wanderers, and Melrose defeated Edinburgh Wanderers.

FOURTH ROUND CUP-TIES.

There were only four Cup-ties in Scotland, but sensations were not wanting. It was confidently expected that two of the three Edinburgh clubs participating would qualify for the semi-final, Heart of Midlothian and Hibernians. But the Hearts, who lost a player early in the game, fell to Falkirk; and the Hibs could only manage to draw with Partick Thistle. The other Edinburgh club, St. Bernards of the Second Division, came a cropper to Aberdeen. Ayr United recorded the best performance of the week by drawing with Airdrieonians.

THE LANGUID LEAGUE.

In the League competition Celtic beat Kilmarnock by the narrowest margin in a game in which they were to a great extent the better side. Third Lanark were fortunate to divide with Raith Rovers, and Dundee easily overcame Motherwell. The only games of vital concern, however, were Morton *v.* Clyde and St. Mirren *v.* Clydebank.—In the former Clyde won, and secured two points that may ultimately be their salvation, but Clydebank were soundly beaten 6 goals to 2, by St. Mirren, an extraordinary lapse on Clydebank's part after their defeat of Celtic a few days previously.

ADDRESSED AND UNADDRESSED LETTERS.

Sir Frank Swettenham has sent to the writer of the interesting "diary" which enlivens the pages of a London evening newspaper a remarkable document addressed to "Sir Frank Swettenham, Author, Malay," and the postal ingenuity which has at last delivered it has preserved what it would have been a pity to lose. It was as follows:—

Sir,—Would you send me a book showing all the breeds of Fowl and Pigeons and People of Malaya, and, how much it would cost me, and do it as reasonable as you can I remain.

Yours faithfully,

An interesting specimen, which must have amused the distinguished author of "Unaddressed Letters."

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SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
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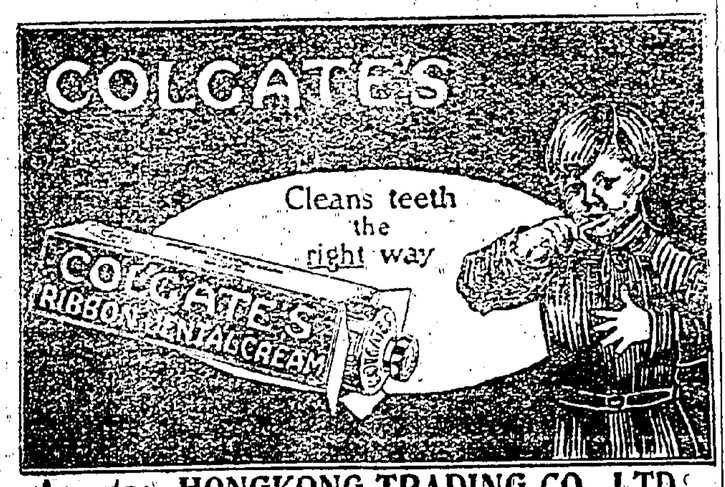

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THE LEGITIMACY BILL.

DEBATE IN THE HOUSE OF LORDS

In the House of Lords on March 6th, The Legitimacy Bill, introduced by Lord Buckmaster, which amends the law relating to children born out of wedlock, was considered in Committee, the Earl of Donoughmore in the Chair.

The Earl of Midleton moved an amendment to Clause 1, which confers legitimation upon children on the subsequent marriage of their parents, to the effect that in the case of an illegitimate person born after the passing of the Act such marriage should take place not more than seven years after the birth of the illegitimate person. The object of the amendment was to give some assistance to the woman in obtaining that to which she had a right within a limited and reasonable time.

Lord Buckmaster said the object and purpose of the Bill was to do justice to a set of unfortunate people who through no sin of their own had hitherto been outside the pale of the law with regard to the transmission of real and personal property. Why in the world one of these unfortunate beings should be excluded because his parents had omitted to do the thing that was right for seven years was a matter he found it difficult to understand.

The Earl of Midleton said that if the proviso was not inserted the stimulus towards marriage before the child was actually born would disappear.

The Lord Chancellor said that the stimulus which the noble earl was desirous of giving was a very feeble one. It was in the plain interest of the child that there should be no arbitrary limitation of the time within which the marriage should take place.

The amendment was, by leave, withdrawn.

THE ARCHBISHOP'S AMENDMENT.

The Archbishop of Canterbury moved the following new subsection:—"Nothing in this Act shall operate to legitimate a person whose father or mother was married to a third person when the illegitimate person was born." He said that this provision corresponded to the law of Scotland. It contained a large and important principle—namely, that while what was called pre-nuptial inchastity was bad enough, it was quite a different thing from the sin and wrong of actual adultery in its full sense. He wanted to distinguish between pre-nuptial inchastity and the wrongdoing which was an act not merely of immorality, but of adultery as well. It was quite a different matter in the case of the wrong-doing of a married man, because there was a third party, the legitimate wife. What would happen if they passed a Bill without his amendment? Let them take the case of a married man and woman, with no children, where the man had sinned, and that sin known to the wife, who had taken no action. To the question whether she ought to take action he should reply, certainly not, if she were prepared to continue making that home a happy one and were content to live with her husband. But what would be the amount of pressure brought to bear on the wife by the friends of the mother of the illegitimate child if this amendment were not agreed to? The result would be to bring about a severance of home life and to start a new home under new conditions, and the wife would find herself in a most pathetic position for the rest of her life through no fault of her own. There were far too many divorces to-day, and if we had a great many more the country would regret it as the years went on. It was said that there was a desire for an extension of the grounds for divorce, but he did not believe that there was any such desire among the masses of the people. (Hear, hear.)

The Duke of Atholl supported the amendment. The Bill as it stood practically meant the introduction of free love. They were told that free love was one of the Socialistic ideals, but he could not imagine that the Lord Chancellor or any of the noble lords on the Government bench would say that this was one of the Socialistic nostrums that they supported. He further described the proposal as sloppy sentimentalism run wild.

The Lord Chancellor said the noble duke appeared to be under the apprehension that this Bill was the outcome of the Socialistic tendencies of a Government which meant to extend its activities to the dissolution of the marriage tie in some shape or form. (The Duke of Atholl.—I gave the noble viscount credit for not being so foolish.) The Government took no side on the point that was now being discussed. With regard to the claim that this provision would bring the law of England into conformity with the law of Scotland, he said that the Scottish provision was passed in 1600 at a time when there was no such thing as public opinion in Scotland, and it was incorrect to say it represented any settled opinion on the part of the Scottish people, because it had never been discussed in public. The real problem before the House had not been dealt with by the Archbishop of Canterbury. It was not a question of guilty parties, but of doing something for the innocent child who had had no part in the act of the parents. There was no provision in the law of this country which prevented a man from leaving his property away from his children. He could give it all to his illegitimate children if he so desired. The stigma of illegitimacy was a terrible one, and the whole purpose of the Bill was to remove it. He could see nothing in the measure which gave any substantial encouragement to divorce.

EFFECT ON THE SOCIAL SYSTEM.

Viscount Cave, in supporting the amendment, pointed out that they could not consider the interests of the child alone. They could not disregard the effect the Bill might have on the whole of the marriage law and the social system of the country, which, if the Bill passed without the amendment, would be most serious. The amendment provided some inducement to right conduct, and if the Bill were passed without it they might lead to most undesirable disputes between the husband of the married woman and the man who claimed to be the natural father of her child as to whose child it was. That would lead to inquiries which no one would desire to see, and would destroy the presumption that a child born in wedlock was the child of the husband.

(Continued at foot of next column.)

Lord Parmoor, in supporting the amendment, said the Duke of Atholl seemed to suggest that the members of the party with which he (Lord Parmoor) acted might favour wholly immoral views on free love. The members of that party were quite as much in earnest in maintaining a high morality in every respect as any other party or body of men. No one questioned the importance of safeguarding the innocent child, but they must not disregard other important interests. The arguments of the Archbishop of Canterbury were unanswerable on the wider grounds of general morality.

Viscount Finlay said that if the Bill were passed without the amendment, it would be deprived of its real foundation. While supporting the amendment, he was, however, in favour of the proposal to legitimize the children of unmarried parents who afterwards married.

LORD BUCKMASTER'S REPLY.

Lord Buckmaster, replying on the debate, said the arguments put forward in favour of the amendment had convinced him once again of the perils that awaited anyone who attempted to legislate in their lordships' House. He still believed the Bill was based upon a simple act of justice to a large class of innocent and unoffending people, but he had been told that his measure encouraged free love and polygamy, that it induced to murder and suicide, and that it would destroy the purity of he did not know how many thousands of English homes. It was also said that it would rob English women of their protection, would lead to the increase of crime, and would, in one short compass, really inflict more devastating consequences than any measure he had ever known to be brought before the House. They would not expect him to examine those charges in detail. If the principle of the Bill were justice to the class of children born out of wedlock, the amendment sought to exclude from the benefit of that right a certain class of people who were just as innocent as those born when their parents were free. Something more than inflammatory and denunciatory arguments were needed in support of the amendment. A more unsound or fantastic hypothesis could not be imagined. The appeal of the amendment was not to "do a great right, do a little wrong," but to do a little, imaginary, conjectural, highly hypothetical, and improbable right and a very real, grave, and immeasurable wrong.

The amendment was carried by 54 to 18—majority, 36.

Lord Buckmaster moved a new clause providing for the right of an illegitimate child and the mother of an illegitimate child to succeed on the intestacy of the other. The new clause was agreed to.

The Committee stage was concluded, and the House resumed.

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No Fire Insurance will be effected.

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Hongkong, 14th April, 1924. [647

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having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th of April, 1924, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Goddard and Douglas on the 18th April, 1924, at 10 a.m.

All Claims against the vessel must be presented to the Undersigned before the 21st April, 1924, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.,
Agents.

Hongkong, 11th April, 1924 [624

SOUTH MANCHURIA RAILWAY

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSEN (KOREA) EAST OF MUKDEN.

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All under the direct management of the SOUTH MANCHURIA RAILWAY CO.
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Revised by the Members.

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SAILINGS FROM HONGKONG:

S.S. "CARL LEGIEN" ... ... on or about the 24th April.
S.S. "ADOLF VON BAYER" ... ... on or about the 26th May.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
"LONDON MARU" ... Wednesday, 30th Apr.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
"CHICAGO MARU" ... ... Wednesday, 23rd Apr.

BOMBAY via Singapore and Colombo.
"SHUNKO MARU" ... ... Thursday, 17th Apr.
"AMAZON MARU" ... ... Monday, 21st Apr.

BANGKOK, SAIGON via SINGAPORE.
"BUSHO MARU" ... ... Thursday, 1st May

CALCUTTA via Singapore & Rangoon.
"HAGUE MARU" (Calls at Penang) ... ... Sunday, 20th Apr.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"RYUJIN MARU" ... ... Sunday, 20th Apr.
"ARGUN MARU" ... ... Saturday, 26th Apr.
"ARABIA MARU" ... ... Saturday, 17th May

NEW YORK via Japan Ports, San Francisco and Panama.
"HAVANA MARU" ... ... Beginning of May.

JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi and Nagoya.
"ANDES MARU" ... Thursday, 17th Apr.
"SUMATRA MARU" ... ... Wednesday, 30th Apr.
"ARABIA MARU" ... ... Saturday, 17th May.

KEELUNG via SWATOW & AMOY.
"KAIJO MARU" ... ... Sunday, 20th Apr., 11 a.m.
"AMAKUSA MARU" ... ... Sunday, 27th Apr., 11 a.m.

TAKAO via SWATOW & AMOY.
KOTSU MARU ... ... Tuesday, 24th Apr., 10 a.m.

TAKAO & KEELUNG.

For further particulars please apply to—

OSAKA SHOSEN KAISHA
Telegrams Nos. 4088, 4089, 4090. K. SHIMA, Manager.

TRADE AND THE NAVY.

ADMIRALTY TALKS TO BRITISH JOURNALISTS.

Captain Norris, of the Trade Division of the British Naval Staff, delivered a lecture to journalists only at the Admiralty the other afternoon, on the Navy's task of protecting our trade routes.

A new precedent in matters of departmental information was thus created. The lecture was authorised by the First Lord (Lord Cholmsford) and First Sea Lord (Lord Beatty), and was similar in substance and illustration to one that is said to have greatly impressed the Dominion Premiers—more especially Mr. Bruce, of Australia—when they heard it during the Imperial Conference.

No direct reference was made to the recent five cruisers vote nor to the scheme for a super-Dreadnought dock at Singapore, but indirect references were plentiful.

BASE IN THE EAST.

The twin topics of the lecturer were, in fact,

1. The necessity for maintaining numerous squadrons of commerce-protectors capable of remaining at sea for long periods.

2. The necessity of maintaining such squadrons—with their corollary of an impregnable base in Further India—in the centre of the trade basin lying between the east coast of Africa and the west coast of the two Americas.

Singapore was spoken of by name only twice during the afternoon. Japan was not mentioned at all, but there were jocular allusions to "the powerful fleet of China" and to conceivable action by "the King of Siam."

Captain Norris illustrated his arguments with a number of charts showing the world-wide distribution of British shipping and the sources on which the British Isles are dependent for their essential supplies. A sketch-plan of one of the charts is reproduced on this page.

For example, wheat has to be brought to Great Britain, 3,000 miles from America, 6,000 miles from the Argentine, and 12,000 miles from Australia.

"Trade protection therefore," observed Captain Norris, "depends on bases, coaling stations, repair depots, wharves, and so on, as well as on ships of war. You may move your ship or squadron, but you can't move your dockyard. For trade protection you must have your bases all over the world."

Special stress was laid on the need for giving adequate protection to our sources of supply lying between the east coast of Africa and the west coast of America, because from this area we obtain the following percentages of our supplies:

Jute 97, tea 97, zinc ore 96, rubber 90, wool 89, nitrate of soda 86, hemp 77, manganese ore 76, tin ore 71, rice 63, pure tin 57, lead 65, hides and skins 53, cheese 52.

"These things," said the lecturer, "would be under the control of a fleet acting in this area."

WEALTH ON THE OCEANS.

Britain's 10,000 ships, with a gross tonnage of over 20,000,000, are distributed, as a remarkable chart showed, all over the globe on any given date.

On the first day of last year, for instance, the value of our ships and cargoes in the China area was £26,000,000; in the Indian area, £91,000,000; in the Australian area, £50,000,000;—a total of £157,000,000 in what may be called (though the term was not used by Captain Norris) the Singapore sphere of influence.

Every ship makes on an average five voyages out and five home every year. Thus the 297 ships of the Indian area alone may be said to have an annual floating worth of over £800,000,000, which it is the business of the Navy to protect.

THRILLING SEA STORY.

WASHED OVERBOARD AND BACK AGAIN.

A thrilling story of the sea was told at Falmouth recently on the arrival of the Norwegian barque *Dona Lisboa*. The vessel, which is of 1,361 tons register, was bound from Mobile to Grangemouth, with a cargo of pitchpine, in charge of Capt. Johnson. On February I she encountered a terrible gale in the Atlantic, and suddenly a huge volume of water, which swept the deck, washed overboard Capt. Johnston, the chief officer, and three men.

Capt Johnson managed to catch a rope as he was being hurled over the side, and clung to it. The other four men were struggling in the water, and all hopes of their being rescued were abandoned, when another huge sea rolled towards the barque and washed the chief officer and two men back on the deck of the ship, and also carried the captain, who was still clinging to the rope, on board. Their escape was wonderful, and their joy at being rescued in such an unexpected manner can be easily imagined. Unfortunately, the fifth man, the ship's sailmaker, was drowned.

Capt. Johnson was unable to describe his experiences. He stated that all he remembered was being surrounded by a huge wall of water, which fell on his ship like an avalanche, and finding himself washed back again.

Such cases have occurred before, but they are very rare. Some of the sails of the barque were blown to shreds, and her rigging and boats were damaged.

WAR SECRETARY COMPLIMENTED.

Mr. Stephen Walsh must feel aglow with the compliments bestowed on him by Lieut.-Colonel Repington in the *Daily Telegraph* with reference to his handling of the War Estimates. This military journalist goes so far as to say he feels the interests of the Army are safe in Mr. Walsh's hands and he approached the problems from the standpoint of the administration, not as a politician seeking to score personal or party triumphs. Colonel Repington says he has heard many brilliant War Secretaries who pleased him less. Mr. Walsh is so genuine and straightforward that one surrenders to his honesty.

HUGO STINNES LINIEN.

NOTICE TO CONSIGNEES.

THE Steamship "ADOLF VON BAYER" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Tuesday, the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 22nd inst., at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before Tuesday, the 29th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 14th April, 1924. [654

RICKMERS LINIE.

NOTICE TO CONSIGNEES.

FROM BREMEN, HAMBURG AND ANTWERP.

THE Steamship "R. C. RICKMERS" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 19th instant, at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by NAAMLOOZE VENNOOTSCHAP CARL BÖDIKER & CO.'s HANDELMAATSCHAPPIJ (LTD.), Agents Rickmers' Linie.

Hongkong, 14th April, 1924. [648

NOTICE TO CONSIGNEES.

The Steamship "DACRE CASTLE."

FROM NEW YORK AND NEW PORT NEWS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 14th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 14th April, 1924. [639

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

KOBE via MOJI ...	"LAISANG"	...Friday,	18th Apr., 7 a.m.
BANGKOK via HOIHOW ...	"CHUNSANG"	...Friday,	18th Apr., 10 a.m.
MANILA	"YUENSANG"	...Saturday,	19th Apr., 11 a.m.
SHANGHAI via SWATOW ...	"YATSHING"	Sunday,	20th Apr., 7 a.m.
BANGKOK via SWATOW ...	"KWAISANG"	...Tuesday,	22nd Apr., Noon.
TIENTSIN	"CHIPSHING"	...Wednesday,	23rd Apr., Noon.
TSINGTAU via SWATOW & SHANGHAI	"WINGSANG"	...Wednesday,	23rd Apr., 7 a.m.
KOBE via SHANGHAI	"HOSANG"	...Friday,	25th Apr., 7 a.m.
SHANGHAI via SWATOW ...	"TAISANG"	...Friday,	25th Apr., 7 a.m.
SANDAKAN	"MAUSANG"	...Friday,	25th Apr., 1 p.m.
MANILA via AMOY	"SUISANG"	...Saturday,	26th Apr., 11 a.m.
HAIPHONG via HOIHOW ...	"LEESANG"	..Sunday,	27th Apr., 10 a.m.
STRAITS & CALCUTTA	"KUTSANG"	...Tuesday,	29th Apr., 3 p.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Lubhan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about Tuesday, 29th April, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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"GLENGARRY"	18th Apr.	"GLENOGLE"	23rd Apr.	Genoa, London, Rotterdam & Hamburg.
"GLENAMOY"	7th May	"GLENGARRY"	7th June	London, Rotterdam & Hamburg.
"GLENAPP"	15th May			

Movements are subject to change without notice.

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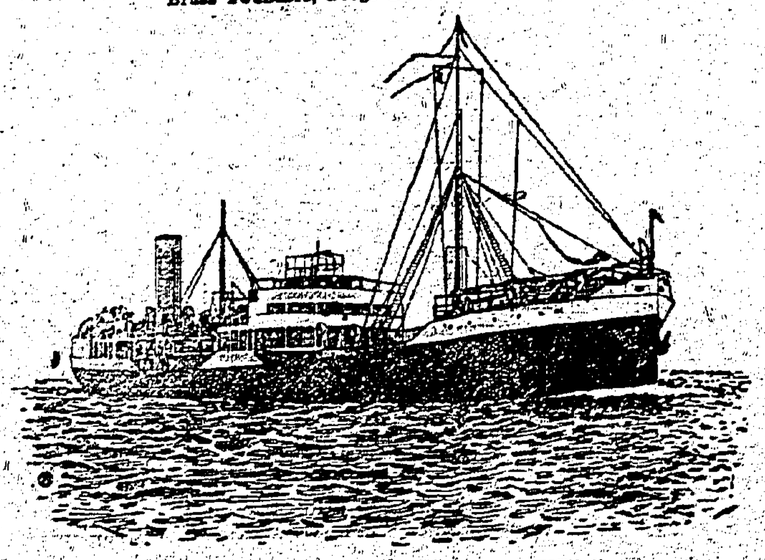

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Please address enquiries to the Chief Manager:

R. M. DYER, B. Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

April 15th.

Aleinoos, British str., 4,275 tons, Capt. J. R. Scott, from Shanghai, with a general cargo, lying at buoy No. A4.—B. & S.

John Ludvig Mowinckel, Norwegian str., tons, Capt. B. Berg, from Haiphong, lying at Kowloon Bay.—Y.K.K.

Lahore, British str., 3,141 tons, Capt. R. H. Stringer, from Shanghai, with a general cargo, lying at buoy No. A3.—Mackinnon, Mackenzie & Co.

Tjisamoe, Dutch str., 2,775 tons, Capt. C. J. Clerdes, from Saigon, with rice, lying at buoy No. A10.—J.C.J.L.

April 16th.

Andes Maru, Japanese str., 4,860 tons, Capt. Y. Miyahara, from Singapore, with a general cargo, lying at buoy No. A8.—O.S.K.

Edvard Munch, Norwegian str., 1,979 tons, Capt. F. Jessen, from Kuantan, with coal, lying at buoy No. B49.

Eiger, Norwegian str., 800 tons, Capt. Peterson, from Keelung, with coal, lying at Stonecutters.—K. Larsen & Co.

Kosmo, British str., 3,195 tons, Capt. G. Swinney, from Manila, with a general cargo, lying at Holt's wharf.—Bank Line.

Gambia, British str., 2,055 tons, Capt. A. G. Ablett, from Saigon, with rice, lying at buoy No. B31.—Y.K.K.

Hai Hong, British str., 1,270 tons, Capt. Ellis Walker, from Foochow and Swatow, with a general cargo, lying at Douglas wharf.—Douglas Lapraik & Co., Ltd.

Kayo Maru, Japanese str., 1,426 tons, Capt. T. Motoshige, from Keelung, with a general cargo and rice, lying at O.S.K. wharf.—O.S.K.

Kwai Sang, British str., 1,433 tons, Capt. D. Skinner, from Bangkok and Swatow, with a general cargo, lying at buoy No. C27.—J. M. & Co.

Man Sang, British str., 2,003 tons, Capt. P. R. Gay Cumming, from Sandakan, with a general cargo, lying at buoy No. B7.—J. M. & Co.

Moji Maru, Japanese str., 2,294 tons, Capt. K. Habaki, from Moji, with a general cargo, lying at Kowloon wharf.—Y.K.K.

Nellore, British str., 4,294 tons, from Shanghai, with a general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co.

Shanto Maru, Japanese str., 3,027 tons, Capt. G. Fujita, from Moji, with a general cargo, lying at Kowloon wharf.—O.S.K.

Toyo Maru, Japanese str., 2,247 tons, Capt. J. Mikami, from Saigon, with rice, lying at buoy No. B22.—M.B.K.

Yat Shing, British str., 1,421 tons, Capt. H. W. Chandler, from Swatow, with a general cargo, lying at West Point wharf.—J. M. & Co., Ltd.

Yuki Maru, Japanese str., 1,987 tons, Capt. R. Wada, from Moji, with coal, lying at buoy No. B55.—M.B.K.

CLEARANCES.

April 15th.

Kian Moon—for Keelung.
Taito Maru, for Shanghai.
Tyndareus, for Manila.
Yuri Bah, for Hailow.

April 16th.

Alcyone, for Singapore.
Busho Maru, for Takao.
Drufar, for Hailow.
Eiger, for Canton.
Haldis, for Canton.
Haludan, for Samarinda.
Hok Canton, for Kwang Chow Wan.
Lahore, for Singapore.
Lake Gilpen, for Singapore.
Moji Maru, for Singapore.
New Mathilde, for Haiphong.
Talma, for Singapore.

SHIPPING MOVEMENTS.

The s.s. *Antilochus*, (Blue Funnel Line), left Port Said on the 3rd inst. for Marseilles, Havre, Liverpool and Glasgow.

The s.s. *Ixion* (Blue Funnel Line), left Port Said on the 5th inst. for Boston and New York.

The s.s. *Eleanor* (Blue Funnel Line), left Port Said on the 9th inst. for London, Rotterdam and Hamburg.

The s.s. *Teneros* (Blue Funnel Line), left Port Said on the 10th inst. for London, Rotterdam and Antwerp.

The s.s. *Mentor* (Blue Funnel Line), left Liverpool on the 12th inst. for Hongkong, Shanghai, Tsingtau, Taku and Dalny, and is due here on or about May 14th.

The s.s. *Celtic Prince* is expected to arrive here from Shanghai on Saturday next.

The Ben Line s.s. *Brander* from Leith, Middlesbro' Antwerp and London, left Singapore for this port, on the 15th inst., and may be expected to arrive here on the 21st inst.

VESSELS EXPECTED.

Andre Lebon (M.M.), due April 30th.
Diomed (Blue Funnel), due May 2nd.
Empress of Asia due April 28th.
Hague Maru (O.S.K.), due to-morrow.
Laomedon (Blue Funnel), due May 13th.
Muroran Maru (N.Y.K.), due April 21st.
Paul Lecat (M.M.), due April 21st.
Flassy (P. & O.), due April 18th, 5 a.m.
President Grant (Admiral Oriental), due April 23rd.
President Harrison (Dollar), due May 26th.
President Jefferson (Admiral Oriental), April 20th.
President Polk (Dollar), due April 28th.
Ryujin Maru (O.S.K.), due April 19th.
Siberia Maru (T.K.K.), due April 19th.
Theseus (Blue Funnel), due April 28th.

WRECK NEAR AMOY.

The *Hai Hong*, which experienced much fog on the voyage down, brings the report that the wreck of the s.s. *Mahsyn* (ex s.s. *Ruparu*) on Taitan Island (entrance to Amoy) is in a very favourable position for salvage of the engines, fittings, etc., before the S.W. winds set in. (end of April to October). She is firmly grounded on the S.E. points of Taitau Island bow part well clear of the water while the stern is partly submerged in about 3½ fathoms.

PASSENGERS.

ARRIVALS.

Per s.s. *Kano Maru* on April 16th:—Mr. Carl M. Lausted.

Per P. & O. s.s. *Nellore*, on April 16th: Mrs. M. Waddell and family (4), Mr. and Mrs. W. G. Carr and family (3), Mr. D. D. Brane, Miss L. Douglas, Mr. A. Rozario, Mr. T. A. Hooley, Mrs. B. E. Ost, Mr. E. W. Huzzard, and Mr. S. Dreyer.

Per s.s. *Haihong*, on April 26th:—Mr. F. B. Marshall, Mr. O. Prahl, Mrs. Young, Miss Robinson, Rev. R. G. Shaw, Mr. and Mrs. J. E. Drummond, Mr. and Mrs. F. W. Stapleton, Mr. L. N. Howell, Mr. W. Thesing, Mrs. B. Best, Mrs. S. M. da Motta, Mrs. Hall.

DEPARTURES.

Per Dollar Steamship Line's s.s. *President Garfield*, on April 15th:—Mrs. L. Parker, Mr. J. W. Creed, Mr. F. D. Tracey, Mrs. E. T. Singer, Mrs. S. Gerin, Mr. Norman Travers, Mrs. H. Mellon, Miss Adis Mellon, Lieut. T. I. Scott Sell, Mr. and Mrs. R. Frieur, Mr. Harry A. Thorn, Mrs. Amy Montague, Mr. Mark Scott, Mr. Milton R. Wood, Mr. F. Ylete, Mr. Wm. H. Young, Mr. L. Abbott, Mr. and Mrs. W. F. Adler, Mr. C. N. Collins, Mr. R. W. Lohman, Mr. C. F. McGowan, Mrs. A. Shockley, Mrs. L. Michell Smith, Mrs. W. S. Cookson, Miss Stanley Cookson, Miss M. L. Cookson, Miss Alice Norgaard, Mr. O. Mayall, Miss G. Ely, Mrs. F. H. Osborn, Miss J. A. Platt, Mr. and Mrs. Samuel G. Ayres, Miss C. J. Ayres, Mr. and Mrs. B. F. Blinn, Mr. F. C. Bonardel, Mr. J. E. Brewer, Mr. W. L. Haas, Mr. and Mrs. C. F. Schirmerhorn, Mr. and Mrs. Alan O. Stears, Miss Gertrude James, Mrs. Judith Ridgway, Miss Wilma Ridgway, Mr. and Mrs. Geo. J. McCarthy, Mr. and Mrs. C. A. Summers, Judge P. Lymer and Mrs. Lymer, Mr. M. J. Carey, Mr. C. S. Cheetham, Mr. C. O. Gray, Mr. and Mrs. E. Mayandon, Mr. and Mrs. J. T. Moriarty, Mr. and Mrs. R. N. Tuncken, Mr. Ho Ah Tai, Mrs. F. Vilondaki, Mr. H. C. Reed, and Mr. and Mrs. W. C. Moore.

WEATHER REPORT

April 16th at 10.00—Pressure has decreased moderately over Japan. It has increased considerably at Shanghai and slightly at Chefoo. Changes at other reporting stations are small. An anticyclone has formed over N. China. Depressions are situated over S. Japan and Tongking.

Hongkong rainfall for the 24 hours ending at 18 hours, April 16th, 1.54 inch. Total since January 1st, 9.86 inches, against an average of 8.72 inches.

The forecast for the 24 hours ending at 180 hours, April 17th is as follows:—

District	Forecast
Hongkong to Gap Rock	S.W. winds, moderate, changing to N.E. winds, moderate to fresh later; squally, overcast, rain, fog.
Formosa Channel	do.
South coast of China between Hongkong and Lameck	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 16th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.65	29.65	29.14
Temperature	80	76	82
Humidity	73	91	74
Wind Direction	SW	West	W
Force	4	3	4
Weather	01	01	0
Rain	0.00	0.00	1.54

Highest open-air Temperature on 15th ... 80
Lowest open-air Temperature on 16th ... 75

HONGKONG TIDE TABLE.

From April 17th to 23rd, 1924.

Days of Week	Days of Month	High Water: H'kong Standard Time.	High Water: Height.	Low Water: H'kong Standard Time.	Low Water: Height.
		h. m.	ft. in.	h. m.	ft. in.
Thur.	17	m 7 48	5 6	m 1 37	1 6
		7 50 a	6 6	1 37 a	2 6
Fri.	18	m 8 18	6 0	m 2 12	1 6
		8 39 a	6 6	2 25 a	1 9
Satur.	19	m 8 50	6 4	m 2 46	1 8
		9 26 a	6 5	3 12 a	1 4
Sun.	20	m 9 24	6 8	m 3 20	2 0
		10 12 a	6 2	3 38 a	1 1
Mon.	21	m 10 0	7 1	m 3 53	2 3
		11 0 a	5 8	4 45 a	0 9
Tues.	22	m 10 39	7 2	m 4 25	2 7
		11 57 a	5 2	5 35 a	1 0
Wed.	23	m 11 21	7 2	m 4 58	3 2
				6 33 a	1 2

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Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver
Empress Australia	Apr. 18	May 7
Empress Asia	May 8	May 26
Empress Russia	May 29	June 16
Empress Australia	June 18	—
Empress Asia	July 8	—

	From Canada	Due England
Melita	May 14	May 21
Empress Scotland	June 4	June 11
Minnedosa	June 25	July 2
Melita	July 9	July 16
Empress Scotland	July 30	Aug. 6

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.

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From Hongkong	Due Manila		From Manila	Due Hongkong
April 30	May 2	Empress Asia	May 3	May 5
May 21	May 23	Empress Russia	May 24	May 26
June 25	June 27	Empress Asia	June 28	June 30

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Freight and Express: Tel. 42. Cables: NAUTILUS.

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VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS	LEAVE HONGKONG
SHINYO MARU (from S'hai.)	22,000 tons, Apr. 26th
SIBERIA MARU	20,000 tons, May 5th
TAIYO MARU to Kobe Direct	22,000 tons, May 20th
TENYO MARU	22,000 tons, May 29th
KOREA MARU	20,000 tons, June 14th

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, ARICA AND IQUIQUE.
Thence by Trans-Andean Rout to Buenos Ayres.

STEAMERS	TONS.	LEAVE HONGKONG
ANYO MARU	18,700	April 24th.
SEIYO MARU	14,000	June 10th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.
For full Information regarding Passengers, Freight and Sailings, Apply to:—
Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2374 & 2375.
Agents at Canton: Messrs. T. E. GRIFFITH.

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Spanish Royal Mail Line

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S.S. "C. LOPEZ Y LOPEZ" ... 23rd May
S.S. "ISLA DE PANAY" ... 14th July

For SHANGHAI and JAPAN PORTS.
S.S. "C. LOPEZ Y LOPEZ" ... 3rd May
S.S. "ISLA DE PANAY" ... 23rd June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewardess and Doctor carried.

For Freight and/or passage apply to—
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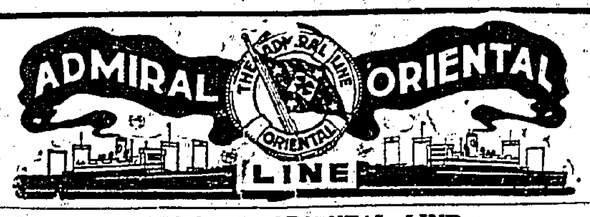
BOTELHO BROS., Alexandra Building, Hongkong.



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"PRESIDENT McKINLEY" ... May 28th.
"PRESIDENT JACKSON" ... June 9th.

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VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... May 7th, at 6 p.m.
S.S. "PRESIDENT PIERCE" ... May 21st, at 6 p.m.
S.S. "PRESIDENT WILSON" ... June 4th, at 6 p.m.
Sailing and Fares subject to Change Without Notice.

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HONGKONG—MANILA

S.S. "PRESIDENT CLEVELAND" ... April 27th, at Noon.
S.S. "PRESIDENT PIERCE" ... May 11th, at Noon.
S.S. "PRESIDENT WILSON" ... May 25th, at Noon.

HONGKONG—CALCUTTA
FREIGHT ONLY
CALCUTTA via SINGAPORE, PENANG & RANGOON.
S.S. "LAKE GILPEN" ... Wednesday, April 16th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—
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Through passage rates to Europe via America G.$405, G.$420, G.$440
IYO MARU ... Saturday, 19th Apr., at 11 a.m.
SHIDZUOKA MARU ... Wednesday, 14th May, at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
KAMO MARU ... Sunday, 27th Apr., at 11 p.m.
KATORI MARU ... Wednesday, 7th May, at 11 a.m.
HAMBURG via LONDON & ROTTERDAM.
LYONS MARU ... Middle of May
LIVERPOOL via MARSEILLES & VALENCIA.
TSUSHIMA MARU ... Friday, 18th Apr.
SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Friday, 18th Apr., at 11 a.m.
AKI MARU ... Wednesday, 14th May, at 11 a.m.
NEW YORK & BOSTON via PANAMA.
TOBA MARU ... Sunday, 4th May
BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU (calling Delagoa Bay & Port Elizabeth)...Thursday, 8th May
BOMBAY via Singapore & Colombo.
MALACCA MARU ... Monday, 28th Apr.
NAGATO MARU ... Friday, 9th May
CALCUTTA via Singapore, Penang & Rangoon.
MOJI MARU ... Thursday, 17th Apr.
RANGOON MARU ... Thursday, 1st May
OSAKA MARU ... Thursday, 8th May
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Thursday, 15th May
SHANGHAI, KOKE & YOKOHAMA.
TOYOHASHI MARU ... Thursday, 17th Apr.
KASHIMA MARU ... Tuesday, 22nd Apr.
WAKASA MARU ... Wednesday, 23rd Apr.

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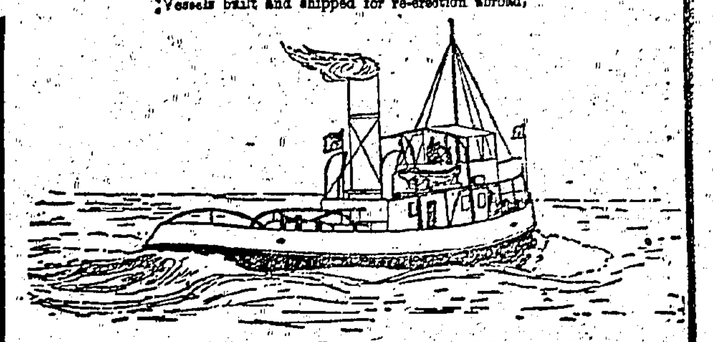

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"CITY OF CAIRO" .....17th April .....Mars., L'don., R'dam. & Hamburg
"CITY OF CHRISTIANIA".....28th April ..... Do.

PASSENGER SERVICE.

"CITY OF CAIRO" .....17th April .....Mars, L'don R'dam. & Hamburg.

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SINGLE 1st Class "A"...£ 92. "B"...£ 84. | 2nd Class "A"...£ 62. "B"...£56.
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S.S.	"KNARESBRO"	via Suez Canal		21st Apr.
S.S.	"KEEMUN"	via Suez Canal		1st May.
S.S.	"CITY OF ORAN"	via Suez Canal		11th May.
S.S.	"OANFA"	via Suez Canal		21st May.

"KNARESBRO" will call at PHILADALPHIA.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

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Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR	—	—	27th April
CHAMBORD	—	—	11th May
PAUL LECAT	20th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	25th May
AMBOISE	10th Apr.	12th May	8th June
CHANTILLY	24th Apr.	26th May	22nd June

RATES OF PASSAGE MONEY TO MARSEILLES
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A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd ".....£ 68. 0s. 0d.
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Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

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HAINING ...	Capt. W. C. Passmore	Friday,	25th Apr., at 1 p.m.

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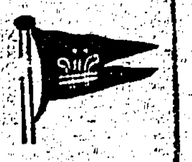

S.S. "CELTIC PRINCE"... ... ... 22nd April.

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Telegrams (Furnprince) 12]

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"NELLORE"	8,353	17th April, 4 p.m.	Singapore Penang, Colombo, Port-said, Mars. & London
"CHINA"	7,852	19th April, Noon	Marseilles, London & Antwerp.
"PADUA"	5,907	21st April	Singapore & Bombay.
"SOUDAN"	6,696	28th April	S'pore., Penang, Colombo & B'bay.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"MIRZAPORE"	6,716	7th May	S'pore., Colombo & Bombay.
"PLASSY"	7,426	17th May	Mars., London & Antwerp
"KASHMIR"	8,863	24th May	do.
"SICILIA"	6,813	25th May	S'pore., Penang, Colombo & B'bay.
"KHIVA"	9,097	31st May	Mars., London & Antwerp
"KASHGAR"	8,840	14th June	Mars., London & Antwerp.
"SOUDAN"	6,696	23rd June	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,911	28th June	Mars., L'don. & A'werp.
"KARMALA"	9,098	12th July	do.
"SICILIA"	6,813	2nd July	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,941	26th July	Mars., L'don. & Antwerp.
"DEVANHA"	8,092	9th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KHYBER"	9,014	6th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,963	4th Oct.	do.
"MOREA"	10,911	18th Oct	do.
"KASHGAR"	8,840	1st Nov.	Mars., L'don. & A'werp.

BRITISH INDIA—APCAR SAILINGS

"JAPAN"	6,052	26th April	Singapore, Penang & Colombo.
"TANDA"	8,856	2nd May	do.
"TAKADA"	6,949	25th May	do.
"TORILLA"	5,205	9th June	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th Apr.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	28th May	
"ARAFURA"	6,000	2nd July	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"PLASSY"	7,426	19th Apr., D.L.	Shanghai, Moji & Kobe.
"NAGPORE"	5,253	1st May	Shanghai & Kobe.
"KHIVA"	9,097	2nd May	Shanghai, Moji & Kobe.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"TAKADA"	6,949	5th May	do.
"SICILIA"	6,813	13th May	Shanghai.
"KASHGAR"	8,841	16th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	20th May	Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	4th June	Moji & Kobe.
"SOUDAN"	6,696	11th June	Shanghai.
"KARMALA"	9,098	13th June	Shanghai, Moji & Kobe
"MALWA"	10,941	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	6,813	10th July	Shanghai.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	25th July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	8th Aug.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,963	5th Sept.	do.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2½ ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
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SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Fakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
Branch Office, No. 27, Bonham Strand West. Tel. Central No. 155.
S. MITARAI, AGENT. Top Floor, King's Building. Tel. Central Nos. 140 & 4457.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
SHANGHAI	"SUIYANG" ...	On 18th Apr., D.L.
NEWCHWANG	"HANYANG" ...	On 18th Apr., D.L.
SHANGHAI	"SZECHUEN" ...	On 19th Apr., D.L.
HONGAY	"CHENAN" ...	On 19th Apr., 10 a.m.
SWATOW, SHANGHAI & TSINGTAO	"KANCHOW" ...	On 20th Apr., 10 a.m.
AMOY & SHANGHAI	"LUCHOW" ...	On 22nd Apr., D.L.
SWATOW & BANGKOK	"KWANGCHOW"	On 22nd Apr., 2 p.m.
SHANGHAI	"HUNAN" ...	On 23rd Apr., D.L.
SWATOW & SINGAPORE	"KINGYUAN" ...	On 23rd Apr., 2 p.m.
SWATOW & SHANGHAI	"SINKIANG" ...	On 24th Apr., 10 a.m.
HAIPHONG	"YUNNAN" ...	On 24th Apr., 10 a.m.
SHANGHAI & TSINGTAO	"SOOCHOW" ...	On 26th Apr., D.L.
TIENTSIN	"HUICHOW" ...	On 26th Apr., 4 p.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG" ...	On 26th Apr., 4 p.m.
SWATOW & SHANGHAI	"NANNING" ...	On 27th Apr., 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.
TELEPHONE CENTRAL 38.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"TAIYUAN" ...	26th April	1st May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE.
Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACRE CASTLE" ... ... Sails on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

*S.S.	"AUSSA"	Sails about 22nd April.
S.S.	"DUCHESSA D'AOSTA"	Sails about 4th May.
*S.S.	"SILVIO PELLICO"	Sails about 1st June.
S.S.	"NIPPON"	Sails about 3rd June.
S.S.	"ROSANDRA"	Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S.	"PERSIA"	Sails about 20th April.
S.S.	"FIUME-L"	Sails about 8th May.
*S.S.	"NUMIDIA"	Sails about 11th May.
*S.S.	"AUSSA"	Sails about 4th June.
S.S.	"DUCHESSA D'AOSTA"	Sails about 7th June.
*S.S.	"SILVIO PELLICO"	Sails about 4th July.
S.S.	"NIPPON"	Sails about 8th July.
S.S.	"ROSANDRA"	Sails about 7th August.

* Cargo only.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
Telephone Central 1030. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Ivan" ... ... Due Hongkong 15th Apr. Leave Hongkong 17th Apr.
U.S.S.B. "West Sequana" ... ... Due Hongkong 26th Apr. Leave Hongkong 28th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR BATAVIA, SEMARANG AND SOURABAYA.

U.S.S.B. "West Faralon" ... ... Due Hongkong 25th Apr. Leave Hongkong 26th Apr.

FOR FULL INFORMATION, APPLY TO
STRUTHERS AND BARRY,
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building, Phone No. Central 3006.
G. P. BRADFORD, Exc. Agent. [122

POST OFFICE NOTICE.

EASTER HOLIDAYS.

On Good Friday, the 18th inst.; Saturday, the 19th inst.; and Easter Monday, the 21st inst.; the G.P.O. and the Branch Post Offices will be open as follows:—

The G.P.O.:—18th inst., 8—10 a.m.; 19th, 8—10.30 a.m; 21st, 8—9 a.m.
Kowloon Branch:—18th inst., 8—9 a.m.; 19th, 8—9.30 a.m.; 21st, 8—9 a.m.
Sheungwan Branch:— 8—9 a.m. and 5.30—6 p.m. on each day.
Wantsai, Saiyingpun, Yaumati, and Shum Shui Po Branches:— 8—9 a.m. and 5—6 p.m. on each day.

There will be one collection of letters from the pillar boxes, and one delivery of ordinary correspondence each day as on Sundays, and also one delivery of registered correspondence at 9 a.m.

There will be one delivery from the Branch Post Offices each day at noon.

The Money Order Office will be entirely closed during the holidays.

INWARD MAILS.

From	Per	Due
Japan	*Yokino Maru*	17th April
Shanghai	*Luchow*	17th April
Europe via Suez (Letters and papers, London 20th Mar. & Parcels 13th Mar.)	*Plassy*	19th April
Shanghai	*Kashing*	19th April
Shanghai	*Sinkiang*	19th April
Australia & Manila	*Taiyuan*	23rd April
U.S.A., Canada Japan & Shanghai	*Pres. Grant*	23rd April
U.S.A., Japan and Shanghai	*Pres. Cleveland*	26th April
Manila	*Pres. Jefferson*	28th April
U.S.A., Japan and Shanghai	*Pres. Polk*	28th April

OUTWARD MAILS

For	Per	Daily.
Swatow, Amoy and Formosa	*Taikwa Maru*	Thursday, 17th, 8.30 A.M.
Bangkok	*Henrik*	10.30 A.M.
*Straits, Ceylon, India, Mauritius, E. and S. Africa, *Egypt and *Europe via Marseilles—due Marseilles, 19th May.	*City of Cairo*	Registration 1.45 P.M. Letters 2.30 P.M.
Straits, Ceylon, *India, *Mauritius, *E. & *S. Africa, *Egypt & *EUROPE via Marseilles—due Marseilles, 18th May.	*Nellore*	Registration 1.45 P.M. Letters 2.30 P.M.
Saigon	*Haeching*	2.00 P.M.
Shanghai and EUROPE via Siberia (Correspondence specially superscribed "Via Siberia" only.)	*Emp. of Canada*	5.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 7th May.	*Empress of Australia*	Parcels for Canada only:— 17th, 5.00 P.M. Rec. 18th, 9.15 A.M. Letters 10.00 A.M.
Haiphong	*New Mathilde*	Friday, 18th, 8.00 A.M.
Hoihow and Bangkok	*Chunsang*	8.30 A.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 29th April.	*Yoshino Maru*	Registration 8.45 A.M. Letters 9.30 A.M.
Swatow, Amoy & Foochow	*Haihong*	9.00 A.M.
*Manila, *Straits & Parcels only for Germany via Hamburg	*Nieuburg*	9.00 A.M.
Shanghai and Japan	*Plassy*	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via MARSEILLES—due Marseilles 16th May	*China*	Parcels, 18th. 10.00 A.M.
Manila	*Yuensang*	Saturday, 19th, Registration 9.45 A.M. Letters 10.30 A.M. 9.00 A.M.
Japan & *Victoria B.C. due Victoria B.C. 15th May	*Iyo Maru*	9.00 A.M.
Java via Sourabaya	*Tjisalak*	Sunday, 20th, 9.00 A.M.
Swatow, Amoy and Formosa	*Kaijo Maru*	9.00 A.M.
Amoy	*Luchow*	Monday, 21st, 9.00 A.M.
*Straits and Calcutta	*Hague Maru*	9.00 A.M.
*Straits, Ceylon, India, Mauritius, E. & S. Africa	*Amazon Maru*	9.00 A.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and *EUROPE via VICTORIA, B.C.—due Victoria, B.C., 11th May.	*Pres. Jefferson*	Parcels, 21st. 9.00 A.M. Registration 22nd 8.00 A.M. Letters 8.30 A.M.
Shanghai and Japan	*Kashima Maru*	Tuesday, 22nd 10.30 A.M.
*Swatow and Bangkok	*Kwaisang*	10.30 A.M.
Swatow, Amoy and Foochow	*Haifoong*	Noon
Swatow and Bangkok	*Kwangchow*	1.00 P.M.
Straits, Suez and Europe via Marseilles—due Marseilles, about 31st May	*Sarpedon*	Registration 1.45 P.M. Letters P.M.
Saigon, *Straits, *Ceylon and South Africa	*Chicago Maru*	Wednesday, 23rd, 9.30 A.M.
Swatow, Amoy and Formosa	*Kotan Maru*	5.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

SARPEDON	...22ND APR.	Marseilles, London & Rotterdam
MACHAON	...26TH APR.	London, Rotterdam & Antwerp
EUMAEUS	... 5TH MAY	London, Rotterdam & Hamburg
HELENUS	...12TH MAY	London, Rotterdam & Antwerp

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

TEUCER	... 1ST MAY	Marseilles, Havre, Liverpool & Glasgow
RHESUS	...20TH MAY	Genoa, Liverpool & Glasgow
CALCHAS	... 1ST JUNE	Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

TYNDAREUS	... 6TH MAY	Victoria, Seattle & Vancouver
PROTESILAUS	...23RD MAY	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

KEEMUN	... 1ST MAY	via Suez and Boston
OANFA	...21ST MAY	via Suez and Boston
DIOMED	...11TH JUNE	via Suez and Boston

PASSENGER SERVICE

SARPEDON	...22ND APR.	for Singapore, Marseilles & London
MENTOR	...15TH MAY	for Shanghai
PATROCLUS	...19TH MAY	for Singapore, Marseilles & London
MENTOR	...16TH JUNE	for Singapore & London
ANCHISES	...14TH JULY	for Singapore, Marseilles & London
TEIRESIAS	...18TH AUG.	for Singapore & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE,
AGENTS.

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COMMERCIAL.

OPENING QUOTATIONS.

April 16th, 1924.

ON LONDON.—	
Telegraphic Transfer	2/4½
Bank Bills, on demand	2/4 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months sight	2/4½
Credits, at 4 months' sight	2/5⅛
Documentary Bills, 4 months' sight	2/5⅛
ON PARIS.—	
Bank Bills, on demand	835
Credits, 4 months' sight	935
ON NEW YORK.—	
Bank Bills, on demand	51⅛
Credits, at 30 days' sight	53⅛
ON BOMBAY.—	
Telegraphic Transfer / Bank Bills, on demand	16-⅛
ON CALCUTTA.—	
Telegraphic Transfer / Bank Bills, on demand	168⅛
ON SHANGHAI.—	
Bank Bills, at sight / Private, 30 days' sight	nom.
ON YOKOHAMA.—On demand	124⅛
ON MANILA.—On demand	103
ON SINGAPORE.—On demand	101
ON BATAVIA.—On demand	140
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	—
ON BANGKOK.—On demand	78⅛
SOVEREIGN, Bank's Buying rate	$ 6.27
GOLD LEAF, 100 fine, per tael	49.80
BAR SILVER, per oz.	33⅛

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,000,000
Reserve Liability of Proprietors	$20,000,000

Court of Directors:

D. G. M. BERNARD, Esq.—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
A. H. Compton, Esq. — J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak — N. L. Watson, Esq.
A. O. Lang, Esq. — H. P. White, Esq.
J. A. Plummer, Esq. — G. M. Young, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 2nd April, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.

Hongkong, 14th November, 1922. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,500,000
Reserve Liability of Proprietor	£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th, 1924. [31

THE BANK OF TAIWAN, LIMITED.
(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,880,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTIES WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH,
4, Des Vœux Road,
Hongkong, 15th September, 1923.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,950,000
Reserve Fund	£1,250,000

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York,	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Soerabaya
Delhi	Kota Bharu	(Mauritius)	

HONGKONG BRANCH:
Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924 [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,667,283.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mengtsz	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 10, Des Vœux Road Central, HONGKONG.

Established 1918.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

	Per annum.
For 3 months	at the rate of 3 per cent.
For 6	" 4 "
For 12	" 5 "

"KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [34

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road, Hongkong.

BRANCHES:
Shanghai—51, Kiangse Road.
Hankow—British Concession.

CORRESPONDENTS IN
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive Rates for all kinds of Deposits. Enquiries are welcomed.

T. H. MAI,
1962] Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 73,000,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo,
Harbin	Peking	Tsinanfu
Honolulu	Rio de	Tsingtau
Kai Yuen	Janeiro	Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at Rates to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 17th Sept., 1923. [39

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
[NETHERLANDS TRADING SOCIETY.]
BANK.

Established 1824.
Hongkong Branch established 1903.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital ... "	80,000,000 (£6,666,670)
Reserve Fund ... "	19,769,180 (£1,647,430)
Special Reserves ... "	22,660,000 (£1,888,330)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
LONDON BANKERS:—THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND, LTD.

Corespondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD
Acting Agent

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	18,478,600.00
Reserve Founds	9,629,425.24

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
NEW YORK BANKERS:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TEIYEE PEI,
Manager.

Hongkong, September 8th, 1921. [38

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